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The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, SEPTEMBER 11, 1909.

MINING ENTERPRISES IN THE NEW TERRITORIES.

(6th September.)

Although there has been an expressive silence with regard to the operations of the syndicates which have been engaged in prospecting the New Territories for minerals, evidence is still preserved in the minds of experts that valuable deposits are to be found on the mainland in close proximity to Hongkong. Unfortunately it has not been proved so far that the mineral wealth of the New Territories exists in paying quantities. But that is no reason to suspect that the speculators who are at the head of the concerns which have engaged men of experience to undertake the work of prospecting are at all dismayed. It may be assumed that if any rich find is made the fact will not be blazoned forth to the world, for such an announcement would have the effect of inducing hands of prospectors to leave the Philippines in order to gain wealth on British soil. All the indications go to prove that the opinion held by those who might be expected to know as to the mineral resources of the New Territories is well-founded, even if the success anticipated has not yet rewarded the efforts of the mining experts. Already iron ore has been discovered in considerable quantities and the Hongkong Iron Mining Co. which was promoted to protect the interests of the local syndicate which with Sir Paul Chater at its head was the first to take out a mining licence under the Ordinance is steadily seeking to exploit the undeveloped resources of the Colony. We can remember that high hopes were entertained of the paying quality of the iron ore but there have been several drawbacks, due to the cost of extracting the mineral and, it may be, to the fact that the deposits were thin and sparse, and the lack of proper facilities for carrying out smelting operations cheaply and expeditiously. As stated last week, another syndicate is at work looking for gold, and should it prove to be the case that there is a prospect for this metal we shall see the New Territories in the throes of a "boom" which may or may not be beneficial to Hongkong. It does not matter that the gold quartz discovered by the prospectors was assayed at a non-paying value—the supreme fact is that gold has been found. One is inclined to wonder whether those engaged at the Beacon Hill tunnel made any effort to learn whether there was anything in the supposition that mineral possibilities did exist in Hongkong's hinterland, for it might be conjectured that if the Kowloon hills were auriferous traces would have been found in the material excavated and those engaged in the search for ores would have had something to go upon. Of course it is not to be expected that a gold mine is likely to be located at the first time of investigation or that coal and iron are to be found right off the reel. The probability is that if the prospectors are to succeed at all it will be more by accident than anything else. Most, if not all, of the world's mines have been stumbled on rather than laboriously prospected, and it has not always been the experts who have been the fortunate individuals to secure the riches. Altogether it would seem that there are at present three mining syndicates on the outlook for minerals in the New Territories, and it is practically certain that no sooner will one of these enterprising ventures find the basis of a fortune than others will spring up and overrun the country in the race for wealth. Were the mining industry to prove anything like remunerative then Hongkong might snap her fingers at the question of taxation and the development of the Federated Malay States as a rubber-producing centre. For those reasons, if for no other, the Colony will watch with interest the progress of the mining syndicates, in the hope and belief that their success will tend to benefit Hongkong in the near future.

THE CURSE OF THE BOYCOTT.

(8th September.)

The full text of the judgment in connection with the recent trouble at Kiu-ching, which we reproduced from the columns of the North-China Daily News in our yesterday's issue, throws further light on the mischievous methods adopted by irresponsible agitators by way of retaliation for a wrong, real or imaginary. Recent events have firmly established the fact that the boycott has come to be regarded as a formidable weapon by a certain class of Chinese by means of which it is sought to cripple the interests of the unfortunate victims who might have unintentionally aroused their petty wrath. Ample proof has been provided that every little pin-prick which would pass unnoticed by folk with a modicum of commonsense is magnified by casuists to represent gross injustice, with the inevitable result of the institution of a boycott. We will not dwell upon the merits of the boycott as an effective method in the settlement of disputes, but a brief resume of the unfortunate occurrences at Kiu-ching will doubtless prove useful to those who have not followed the case. It appears that a Chinaman met his death some time ago at Kiu-ching, owing to it is alleged, to a poke from a British inspector named John Mearns. As was to be expected, the Chinese raised an outcry against what they considered an outrage, with the result that an inquiry was held

at H.B.M. Consular Court, presided over by Mr. E. T. O. Werner, H.B.M. Consul and Judge, to find out whether Mearns was guilty of manslaughter. The evidence was thoroughly sifted and Counsel on both sides given a patient hearing, at the conclusion of which the learned Judge held that the evidence adduced was not sufficient to justify putting the accused party on his trial and the defendant was accordingly discharged. Notwithstanding the impartial and unbiased decision which led to the release of the defendant, a number of deceased's compatriots expressed dissatisfaction with the result of the inquiry and held mass meetings whereat it was urged to declare a boycott against British merchants. The proposers of the aggressive measures were mostly students and merchants, who seem to have arrived at a tacit understanding that they were to work in joint co-operation. British vessels have since suffered as the direct result of the people's discontented attitude and trade has already been diverted elsewhere. In fact, the trouble is threatening to assume serious proportions and unless something is done to check this indirect means of satisfying private pique, it is certain that the boycott propagandists will carry out their sinister designs with a vengeance. It is not to be expected that the fanatical gentry are likely to listen to rational argument, and it is therefore of the utmost importance that the authorities at Peking should give serious consideration to meet the evil, which has of late become marked. It should be plainly impressed on the ignorant natives that a serious dislocation of business will by no means be tolerated. The lethargic and indifferent power behind the throne has too long continued in its policy of *laissez faire* and it is time the Imperial authorities have been roused to a sense of their responsibility. It is a curious reflection on a people who are ostensibly pursuing a progressive policy to use means which retard that free progress which is essential to a rising nation. The boycott, if too much resorted to, is the surest indication of the weakness of a people, who are driven to this form of settling vexed questions owing to their impotency in devising other and more sensible means. Besides, a boycott is a two-edged weapon and any injury which results from it is bound to tell as much on the aggressive party as on the unfortunate victim. History has proved that a boycott cannot be of lasting effect owing to its inherent weakness and to argue otherwise would be like saying that two blacks make a white. We agree with a Northern contemporary that a little strenuous action on the part of Peking to nip in the bud this growing menace to British prestige in China is all that is necessary. At all events, no real benefit will result without Chinese aid and that from an influential quarter.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE CHIENTAO DISPUTE.

AGITATION IN SHANGHAI.

[By courtesy of the "Sheung Po."]

Shanghai, 3rd September.

Owing to the unsatisfactory settlement of the Chientao dispute, the merchants, gentry, and others in Shanghai have formed a society with a view to utilising their best efforts against a certain country after the manner of "a civilized opposition."

MACAO'S DELIMITATION.

SHANGHAI CANTONESE OPPOSITION.

[By courtesy of the "Sheung Po."]

Shanghai, 3rd September.

A telegram has been addressed by the Kwang Shiu (Cantonese) Guild to the *Sheung Po* newspaper in Hongkong to urge Commissioner Kao Erh Ch'ien to maintain a firm attitude in regard to the Macao Delimitation question.

NAVAL COMMISSIONERS.

THE ITINERARY.

[By courtesy of the "Sheung Po."]

Peking, 3rd September.

Naval Commissioners Prince Shun Pui-lap and Admiral Sah Peng-ching having completed their tour of inspection of the proposed bases at Chekiang and Fukien will proceed to Canton, whence they will continue their tour by journeying on the Yangtze and inspect the forts en route. At the conclusion of which they will travel by rail to Peking.

After submitting their report to the Throne the Naval Commissioners will proceed to foreign countries in pursuance of their special mission.

TIBET.

THE LLAMA'S MEMORIAL.

[By courtesy of the "Sheung Po."]

Peking, 3rd September.

The Prince Regent has instructed Grand Councilors Tsai Cheuk and Luk Ching-lum to submit to him the best recommendation contained in the Llama's memorial in the interest of Tibet, so that they may receive his sanction for adoption.

MEMORIALS.

PRESENTATION ENCOURAGED.

[By courtesy of the "Sheung Po."]

Peking, 3rd September.

The Prince Regent has given instructions to Tsai Cheuk and Luk Ching-lum to inform all officials that they are at liberty to memorialize on any matter of interest that may be brought within their notice.

By doing so, His Imperial Highness hopes to be kept informed of the needs and wishes of the people.

CHINESE NAVAL COMMISSIONERS.

ARRIVAL AT FOOCHOW.

ARSENAL INSPECTED.

[From Our Own Correspondent.]

Foochow, 5th September.

6.20 p.m.

The Chinese cruiser with the Naval Commissioners—Prince Shun Pui-lap and Admiral Sah Peng-ching—escorted by two others arrived here this afternoon.

The usual complimentary salutes were exchanged between the men-of-war and the shore batteries.

The special Commissioners have landed, and have since proceeded on an inspection of the arsenal.

Admiral Sah was recently discussing the Naval question with certain high officials when one of them suggested that the Throne should be memorialized to establish a Board for Naval Affairs forthwith. The Admiral replied that this was not the time for such a proceeding, that as the Naval organization of the foreign Powers was changing every day, and that what was formerly considered perfect was now obsolete and useless. Now the Throne had decided to reconstruct the Navy in order that the country might become powerful and had on account of his experience in naval matters entrusted that important and responsible task to Admiral Sah. It was thirty years since he was a Naval cadet in England, and if a Board for Naval Affairs were now created in accordance with the system of his school-days, China would be the laughing stock of the whole world. What he proposed to do now was to send students to the foreign navies and to go abroad himself to study the present naval systems of the Powers, and then to establish a special board for the Navy on the latest principles. Besides, as not a single battleship had as yet been built, nor had the site of a single naval port been decided upon it would be a waste of money to establish a Naval Board at present.—*Shanghai Times.*

MACAO'S DELIMITATION.

A CANTON TELEGRAM.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

A telegram has been received from the Canton officials to the effect that the Macao boundary question can be settled amicably and without loss of China's sovereign rights.

VICEREGAL APPOINTMENTS.

IMPERIAL DECREE ISSUED.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

An Imperial decree has been issued appointing—
Sik Liang, Viceroy of the Three Eastern Provinces,
Chang Sau, Viceroy of Fukien,
Chang Kwei-lung, Viceroy of Hukwang,
Chang Jen-chun, Viceroy of Liang Kiang, and
Yuan Shu-Hsun, Viceroy of the Liang Kwang.
as Commanders-in-Chief of the Navy and urging them to submit schemes for raising funds for the re-organization of the Navy.

ANTUNG-MUKDEN RAILWAY.

MILITARY GUARDS WITHDRAWN.

[By courtesy of the "Sheung Po."]

Peking, 5th September.

The Japanese military guard stationed at the Antung-Mukden Railway has been withdrawn.

NAVAL COMMISSIONERS.

THE SOUTHERN TOUR.

[By courtesy of the "Sheung Po"]

Peking, 5th September.

The Tartar General of Canton has obtained leave from the Central Government to accompany Prince Shun and Admiral Sah on their tour of inspection.

Later.

Prince Shun and Admiral Sah have telegraphed to the Central Government that they have left Chekiang for Foochow.

CANTON-KOWLOON RAILWAY SENSATION.

ABSCONDING CHIEF ACCOUNTANT.

BUTLER WRIGHT'S ARREST IN SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 6th September.

4.40 p.m.

Mr. W. Butler Wright, Chief Accountant of the Canton-Kowloon Railway (Chinese Imperial section), was arrested on board the T.K.K.'s s.s. *Tonyo Maru* on the vessel's arrival at Shanghai.

Butler Wright was brought before the Police Court to-day on a charge of the alleged embezzling of a sum of thirteen thousand dollars.

Mr. Wright was remanded in custody for one week.

[News received yesterday in the Colony that Mr. Wright had absconded, after having been responsible for certain alleged shortage of railway funds under his control. The information was received with considerable reserve in view of the fact that Mr. Wright has to his credit a long and faithful record of service. The above telegram, however, confirms the gravity of the report.—Ed., H.K.T.]

THE NAVAL COMMISSIONERS.

PRINCE SHUN RETURNS TO PEKING.

[By courtesy of the "Sheung Po."]

Amoy, 6th September.

Prince Shun Pui-lap having been denounced has proceeded to Peking and abandoned the intended visit to Canton.

Admiral Sah Chen-ping has left for Canton and is due to arrive at Hongkong on the 8th inst.

[From inquiries made in Hongkong, we learn that Prince Shun has not returned to Peking but will continue to prosecute his mission and is due in Hongkong, with Admiral Sah, tomorrow morning.—Ed., H.K.T.]

CHINA AND JAPAN.

RAILWAYS AND TELEGRAPHS.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

The Waiwupa has agreed to Japan extending the railways and telegraphs from Kat-lum to Wui-ning; opening treaty ports; the joint exercise of judicial powers by China and Japan, and the working of the Tien-po-shan mines.

No railways or telegraphs will, however, be allowed at Liu-sai.

An agreement embodying the foregoing terms was signed on the 4th inst.

MACAO'S DELIMITATION.

CHINESE COMMISSIONER'S INSTRUCTIONS.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

The Central Government has cabled to H.E. Kao Erh Ch'ien, the Macao Delimitation Commissioner, that he must oppose any demand for compensation which may be advanced by the Portuguese Government for surrendering any territory not included within the original limits of the settlement of Macao.

CHINESE IN CANADA.

EXEMPTION FROM POLL-TAX.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

A memorial has been received from Lord Li Ching-fong, Chinese Minister to the Court at St. James, stating that Canada has agreed to exempt Chinese from the poll-tax.

CANTON PROVINCIAL TREASURER.

RESIGNATION ACCEPTED.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

An Imperial decree has been issued accepting the resignation of Wu Seung-lum from the Provincial Treasurership of Canton.

BRIDGING THE YALU.

A JAPANESE PROJECT.

[By courtesy of the "Sheung Po."]

Tokio, 7th September.

The Japanese Government has decided to appropriate a sum of Yen 3,000,000 for the construction of a long bridge across the Yalu in order to connect with Korean territory.

VICEROY OF FUKIEN.

PROCEEDING TO PEKING.

[By courtesy of the "Sheung Po."]

Foochow, 7th September.

Viceroy Cheung Sau, of Fukien, having been denounced as an opium smoker, has applied for leave to proceed to Peking to submit himself to observation.

He will start for the capital in the eighth moon.

NAVAL COMMISSIONERS.

DEPARTURE FROM FOOCHOW.

[By courtesy of the "Sheung Po."]

Amoy, 7th September.

Prince Shun Pui-lap and Admiral Sah left Foochow for Canton on the 6th inst.

Prince Shun proceeds to return to Peking from Canton on the 10th inst.

[The Naval Commissioners arrived in Hongkong this morning.—Ed., H.K.T.]

MINISTER TO WASHINGTON.

DEPARTURE FROM PEKING.

[By courtesy of the "Sheung Po."]

Peking, 30th September.

H.E. Cheung Yam-tong, Chinese Minister-designate to Washington, left Peking on the 7th inst. for Shanghai.

ANTI-OPIUM CAMPAIGN.

CANTON VICEROY'S INQUIRY.

[By courtesy of the "Sheung Po."]

Peking, 7th September.

Viceroy Yuan Shu-Hsun, of Canton, has telegraphed to the Grand Council asking that inquiries be instituted in order to ascertain whether any anti-opium officials are not themselves addicted to the opium habit.

FLOOD RELIEF.

AN UNAPPROVED RECOMMENDATION.

[By courtesy of the "Sheung Po."]

Peking, 7th September.

Viceroy Chan Kwei-lung has presented a memorial recommending that those who contribute over \$10,000 to the flood relief funds be given permanent offices.

The Ministry of Finance is averse to the recommendation.

CANTON TREASURERSHIP.

CHAN KWEI-LUM APPOINTED.

[By courtesy of the "Sheung Po."]

Peking, 7th September.

An Imperial edict has been issued appointing Chan Kwei-lum Provincial treasurer of Canton and To Tai-kwan as Provincial Judge of Kwangai.

KIUKIANG MANSLAUGHTER CASE.

RETRIAL SUGGESTED.

[By courtesy of the "Shing Po"]

Peking, 8th September.

In a representation to the Waiwpu Sir John Jordan, the British Minister, suggested that the Kiukiang manslaughter case in which Inspector John Moors was tried and acquitted might be referred to Peking and a joint trial held by the Chinese officials and the British Minister.

The Waiwpu has not yet given any reply.

STUDENTS FROM AMERICA.

A STIFF EXAM.

[By courtesy of the "Shing Po"]

Peking, 8th September.

An examination of students who have returned from America has been held, but the set of questions put was so stiff that hundreds of the students returned blank papers without attempting any reply to the questions.

INLAND NAVIGATION.

GRAND COUNCILLORS IN CONFERENCE.

[By courtesy of the "Shing Po"]

Peking, 8th September.

On the 8th inst. the Grand Councilors held a conference on the desirability of reducing the stamp duties and also of making regulations governing small craft of foreign nations plying in inland waters and also the visits of foreign warships to inland waters.

THE NAVAL COMMISSIONERS.

ARRIVAL AT CANTON.

Cordial reception accorded.

[From Our Own Correspondent.]

Shanghai, 9th September, 3.20 p.m.

The Naval Commissioners arrived at Whampoa at six o'clock this morning, making a brief stay there.

They were met on arrival by Viceroy Yuan Shu-hen and escorted to Canton, a mosquito fleet of gunboats providing a convoy, which produced a grand spectacular effect.

The official landing took place at the Government Tien Tze Wharf this afternoon at two o'clock.

The officials, gentlemen and people united in a cordial reception of the special Commissioners.

MINISTER TO WASHINGTON.

DEPARTURE DEFERRED.

[By courtesy of the "Shing Po"]

Peking, 9th September.

H.E. Cheung Yim-tong, Minister-designate to Washington, has postponed his departure for America until the beginning of November.

Some other officials will be appointed to accompany the students to the United States.

CHANG CHIH-TUNG.

APPLICATION FOR RETIREMENT.

[By courtesy of the "Shing Po"]

Peking, 9th September.

Grand Councillor Chang Chih-tung has applied for leave to retire. He has recommended Hsu Hui-chang for appointment in his place.

His request has not been acceded to.

CHIENTAO.

JAPANESE CONSULATE PROPOSED.

[By courtesy of the "Shing Po"]

Peking, 9th September.

The Japanese Minister insists upon the establishment of a consulate at Chientao, and that the Korean territory be placed under Japanese jurisdiction.

In view of the importance of the subject, the Waiwpu has not yet made any reply.

TYPHOON WARNINGS.

The following telegrams were received from the Manila Observatory at the American Consulate General:

September 6th, 11.45 a.m. Depression North-east China Sea.

September 7th, 12.35 p.m. Depression over N. China Sea, developing.

September 9th, 12.55 p.m. Depression over N. China Sea, moving W.N.W.

September 10th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 11th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 12th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 13th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 14th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 15th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 16th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 17th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 18th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 19th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 20th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 21st, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 22nd, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 23rd, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 24th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 25th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 26th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 27th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 28th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 29th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

September 30th, 1.15 a.m. Depression over N. China Sea, moving W.N.W.

Liquor Import Duty.

TEXT OF BILL.

DISCUSSION BY LEGISLATIVE COUNCIL.

At the meeting of the Legislative Council yesterday afternoon, the Attorney General moved the first reading of a Bill entitled an Ordinance to provide for the collection of a Revenue of Excise upon Intoxicating Liquors.

The Colonial Secretary seconded.

His Excellency the Governor said that in a sense the Bill before the Council overlapped, and, to some extent, duplicated the two items which had been proposed. The system of raising revenue by the imposition of an import duty had received the most minute consideration of the Government. His Excellency was aware of, and was fully alive to, the fact that the proposal before the Council would raise a monopoly in favour of certain dealers who would raise the price of liquor to any extent without any good reason.

At the same time, the system of imposing a duty on liquor had been a subject of discussion for many years. At a former meeting of Council, His Excellency had proposed that certain establishments should be taxed for selling liquor and had included clubs in the proposal. His Excellency outlined the difficulties which beset the Government's path and said that, after very mature consideration, it was proposed to adopt the present method.

Proceeding, His Excellency pointed out that the proximity of Macao and the mainland of China increased the liability of smuggling. Liquor imported into the Colony could not be detected like opium in the Opium Farm. The question was, in the local press, which had the effect of focusing public attention on the best methods to be adopted. The Council members of Council had considered the question, as a result of which they held a meeting, which resulted in a number of resolutions being passed. It struck His Excellency as being extraordinary that the Council should have failed to take a unanimous resolution and who had further taken the somewhat unusual course of sending a copy of the resolutions to the Press. His Excellency said that assuming that an import duty on liquor was imposed, there were several methods in which this could be done. First of all, there was the contract method, which, however, had drawbacks, which His Excellency detailed at length. The profits of the contractor, His Excellency declared, would form an extra burden on the community. No doubt, there was a prejudice against the system. The second method of collecting import duties would be to prohibit smuggling. Detection would be easy and the risk attaching to a contravention of the law would be so great that it would not be likely that any respectable citizen would run the risk. Continuing, His Excellency said that reasonable time would be given for the exhaustion of existing stocks—say six months. After that period, all liquor would be liable to payment. Lastly, there was the system of which Government proposed to give a trial. His Excellency was of opinion that the simplest way to consider the Bill was to examine briefly the duties of the Bill. The Bill was based on the Liquor Ordinances of the Straits Settlements. The duty imposed on Chinese liquor was not identical with that obtaining in the Straits Settlements. The duty was considered acceptable and fair by the Chinese. His Excellency referred to the system of payment of duties on liquor in the Straits Settlements, which His Excellency said would obviate the storage of liquor in public godowns, and therefore prevent smuggling. It was inevitable that the introduction of any Bill in any country in which any duty was imposed should be passed with expedition in order to avoid importations in anticipation. His Excellency hoped that Government would get the assistance of unofficial members and that they would be able to pass the Bill at the next meeting. The Bill was the subject of a resolution on the 17th. August would only take a different form. The Bill as it stood at present gave large powers to the Governor-in-Council. In the circumstances in which they were placed, it was necessary to take the most practical and useful course. It was unlikely that any respectable Europeans would have their baggage interfered with, but without that safeguard, any coolie could bring liquor into the Colony and, as regards machines, provided by law. As regards the excise duty, it was obvious that a duty could not be imposed on one class of liquor to the exclusion of others. His Excellency hoped that the right to search provided by the Bill would in practice remain a dead letter. No one was more jealous of Hongkong's position as a free port than His Excellency. Any liquor could only be worth a few large quantities, while the profit on a case of morphia was a large sum. His Excellency had already been informed that the Chinese community, consumed as much, if not more, foreign liquor as other sections of the community. In conclusion, His Excellency said he looked confidently to the unofficial members to assist the Government to pass the Bill at an early date (Applause).

Hon. Mr. E. A. Hewitt said that the Bill was prepared somewhat hurriedly. A member had seen a copy before last night. There was much to commend it. His Excellency was somewhat too optimistic. Before it could be passed extensive modifications would have to be asked for. He recognised the necessity of increasing the revenue—and that at an early date—but a Bill could not possibly be rushed through. The Bill was to be considered not only by the Legislative Council but by the Executive Council. The speaker said that the Bill would have to be modified to meet the views of the community. The Government could safely rely on the hearty co-operation of the Chamber of Commerce. The Bill, however, did not meet with the views of a considerable section of the community.

Hon. Mr. Murray Stewart said:—Your Excellency—It is true as the Member for the Chamber of Commerce has just said that he had intended, with your permission, to bring a Bill before the Council at this early stage, with a view to acceleration of the passage of the Bill through the second reading.

My idea in so doing is to indicate to the Government where their proposals are likely to excite opposition. Originally opposition to putting on an import duty arose out of fear that this could not be done without creating a monopoly in the hands of a few dealers. I am, however, firmly of opinion that it is in the absolute necessity for maintaining that. At an interview granted to the unofficial members at Government House to which your Excellency has referred I spoke strongly against examining the progress of European passengers by ocean steamers. It was only because of the fact that the Bill was in a position to be passed that I was able to work in the way I have done. The Bill, in fact, had no part of a scheme of import duty. In subscribing to the unofficial members' recommendation to postpone the Bill, I was not in the least in any way opposed to the Bill. I was merely attempting to show the Government that the Bill was not in a position to be passed at this early stage.

by European passengers, need not seriously engage the attention of the Government, whose business of collecting the duty was to be conducted through the Harbour Office of British and Chinese officials. The Bill, in fact, was a simple one, and it was only in so far as such lines are addressed to by the terms of the Bill does it command my support. I am opposed to the idea of granting immediately powers which provide for the institution of a Customs service—powers conferred by sections 30 to 35. The latter clause, providing for domiciliary visits in dwelling houses, is particularly repugnant to me. Your Excellency has just said that you will undertake that these powers will not be invoked vexatiously. I am sure that such will always be Your Excellency's desire. But, in the absence of a Customs service, such powers into the hands of subordinate officers until the absolute necessity for it has been proved to exist. I suggest that regulations conferring such powers might be made hereafter by resolutions of this Council, to be passed when, in the public interest, it is seen to be necessary. I suggest that the Government should so modify this Bill. I quite appreciate the necessity of enacting it quickly, if at all. (Applause)

The Bill was read a first time.

The Bill contains 44 sections, the main provisions of which we give below. The preamble reads:—

Whereas it is considered expedient that duties should be levied upon intoxicating liquors, and whereas it is advisable that, pending the revision and consolidation of the law relating to such liquors, steps should be taken to make provision for the immediate collection of such duties;

Be it enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows:—

Section 1 is the short title.

Section 2 gives the interpretation of terms.

3.—(1) There shall be paid upon intoxicating liquors hereafter imported into distilled spirits or prepared in the Colony the duties following, namely:—

On all spirituous liquors, \$3.20 per gallon

On all sparkling wines, \$2.00 per gallon

On all still wines, \$1.33 per gallon

On all other liquors, \$1.33 per gallon

On all native wines and spirits, \$0.50 per gallon

It shall be lawful for the Legislative Council at any time by resolution to alter or amend all or any of the foregoing duties.

(2) The duty upon intoxicating liquors imported by sea in any ship other than a junk as defined by the Merchant Shipping Ordinance, 1899, shall be payable:—

(a) If such liquors are not forthwith in accordance with the conditions of a permit issued under this Ordinance, removed into a King's or licensed warehouse or into another ship

before the removal of them from the ship in which they are imported;

(b) If such liquors are forthwith removed into a King's or licensed warehouse, or into another ship, the duties shall be payable as follows:—

On all spirituous liquors, \$3.20 per gallon

On all sparkling wines, \$2.00 per gallon

On all still wines, \$1.33 per gallon

On all other liquors, \$1.33 per gallon

On all native wines and spirits, \$0.50 per gallon

It shall be lawful for the Legislative Council at any time by resolution to alter or amend all or any of the foregoing duties.

(3) The duty upon intoxicating liquors imported by sea in any ship other than a junk as defined by the Merchant Shipping Ordinance, 1899, shall be payable:—

(a) If such liquors are not forthwith in accordance with the conditions of a permit issued under this Ordinance, removed into a King's or licensed warehouse or into another ship

before the removal of them from the ship in which they are imported;

(b) If such liquors are forthwith removed into a King's or licensed warehouse, or into another ship, the duties shall be payable as follows:—

On all spirituous liquors, \$3.20 per gallon

On all sparkling wines, \$2.00 per gallon

On all still wines, \$1.33 per gallon

On all other liquors, \$1.33 per gallon

On all native wines and spirits, \$0.50 per gallon

It shall be lawful for the Legislative Council at any time by resolution to alter or amend all or any of the foregoing duties.

(4) The duty upon intoxicating liquors imported by sea in any ship other than a junk as defined by the Merchant Shipping Ordinance, 1899, shall be payable:—

(a) If such liquors are not forthwith in accordance with the conditions of a permit issued under this Ordinance, removed into a King's or licensed warehouse or into another ship

before the removal of them from the ship in which they are imported;

(b) If such liquors are forthwith removed into a King's or licensed warehouse, or into another ship, the duties shall be payable as follows:—

On all spirituous liquors, \$3.20 per gallon

On all sparkling wines, \$2.00 per gallon

On all still wines, \$1.33 per gallon

On all other liquors, \$1.33 per gallon

On all native wines and spirits, \$0.50 per gallon

It shall be lawful for the Legislative Council at any time by resolution to alter or amend all or any of the foregoing duties.

(5) The duty upon intoxicating liquors imported by sea in any ship other than a junk as defined by the Merchant Shipping Ordinance, 1899, shall be payable:—

(a) If such liquors are not forthwith in accordance with the conditions of a permit issued under this Ordinance, removed into a King's or licensed warehouse or into another ship

before the removal of them from the ship in which they are imported;

(b) If such liquors are forthwith removed into a King's or licensed warehouse, or into another ship, the duties shall be payable as follows:—

On all spirituous liquors, \$3.20 per gallon

On all sparkling wines, \$2.00 per gallon

On all still wines, \$1.33 per gallon

On all other liquors, \$1.33 per gallon

On all native wines and spirits, \$0.50 per gallon

It shall be lawful for the Legislative Council at any time by resolution to alter or amend all or any of the foregoing duties.

ship until 48 hours before such ship may be intended to leave the port.

(4) No dutiable liquors or denatured spirits shall be removed from any King's or licensed warehouse until the prescribed storage fees have been paid.

(5) No dutiable liquors or denatured spirits shall be removed from any King's or licensed warehouse until the prescribed storage fees have been paid.

(6) No dutiable liquors or denatured spirits shall be removed from any King's or licensed warehouse until the prescribed storage fees have been paid.

(7) No dutiable liquors or denatured spirits shall be removed from any King's or licensed warehouse until the prescribed storage fees have been paid.

(8) No dutiable liquors or denatured spirits shall be removed from any King's or licensed warehouse until the prescribed storage fees have been paid.

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(11) No dutiable liquors or denatured spirits shall be removed from any King's or licensed warehouse until the prescribed storage fees have been paid.

(12) No dutiable liquors or denatured spirits shall be removed from any King's or licensed warehouse until the prescribed storage fees have been paid.

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KEEPING OF INTOXICATING LIQUORS BY LICENSERS.

25. Every person who holds a licence under the provisions of the Liquor Licences Ordinance, 1898-1900, shall

(2) on demand by the Superintendent render an account in writing of the quantity and description of the intoxicating liquors in his possession, custody or control;

(3) permit the Superintendent or any revenue officer to enter the premises in which such liquors are stored at any time between the hours of six in the morning and six in the evening and inspect the same;

(4) exhibit this licence at all times in a conspicuous place on the licensed premises;

27. No person who holds a licence as above shall store or keep on his licensed premises any dutiable liquors and in the absence of proof to the contrary, any dutiable liquors found on such premises shall be presumed to be stored or kept by such licensee.

REVENUE OFFICERS.

28.—(1) The Superintendent may grant to any person approved by him a warrant in the Form No. 12 in the Schedule to this Ordinance to act as a revenue officer under this Ordinance.

(2) Every such revenue officer shall be deemed to be a public officer.

NOTES BY THE WAY.

THE CRITIC CRITICIZED.

Honi soit qui mal y pense. The spectacle of a number of the House of Commons making an attempt to vilify Sir Frederick Lugard with regard to his firm and conscientious policy against the opium question, which, however, is not exactly appreciated by the pious people at home, is, to say the least, exasperating to a degree. Because our sound-minded Governor has chosen to meet the wishes of his superiors and at the same time not to go in the face of the trading community—which, after all, is the individual fortified with the addition of M.P. to his appellate duties to a disfigured assembly of the Colonial heads are openly thwarting the efforts of the Imperial Government and that their high-handed actions should be suppressed. The fact that such a sentiment should have emanated from an M.P. does not prove the soundness of Mr. Bennett's (the M.P. in question) wise suggestions, for many an M.P. whose personality is hid in comparative obscurity occasionally makes a bold bid to win cheap fame. In the whitest scold may be found a black thread.

RETRENCHMENT TOPICS.

It is satisfactory to note that Government is proceeding with its retrenchment scheme in real earnest. As the result of the Select Committee appointed to go into the question of cutting down the expenditure of the Sanitary Department, an illuminating report was laid on the table at the last meeting of the Sanitary Board, which practically proved that there was not the slightest necessity for a large number of posts as at present exist. The only wonder is that it was not thought of before. But in getting rid of these superfluous posts, it is the duty of Government to make out adequate compensation to those officers to whose credit stand a long and faithful record of service and on whom a sudden dismissal will hit harshly. In view of the fact that the extensive abolition of sanitary posts owes its inception to special contingencies, it is but fair that some consideration is due to those whose services are to be dispensed with through no fault of their own. What sensible-minded folk would like to see is that Government should not let pass unnoticed the salaries of high officers and their unnecessary allowances. A policy of "penny wise, pound foolish" is worse than useless.

THE DUTCH VISIT.

The visit to Hongkong of the Dutch Squadron served to show that whatever the political relations between powerful nations, there is a fascinating charm about the warm fellowship that one country's representatives display towards another nation in time of peace. The right royal manner in which our Dutch visitors were received was worthy of Hongkong's best traditions, while the appearance of the trim little vessels in the harbour lent to the important of Hongkong's tremendous shipping. It was also a happy coincidence that the visit should have been arranged so as to have enabled the anniversary of the birthday of the good and gentle Queen of Holland to be fittingly celebrated by the Colony's Dutch subjects and their naval compatriots. Incidentally, the visit has also been responsible for the enrichment of chair and ricksha coolies, but it is not meet that such mundane things should be discussed and besides, it is hardly fair to the local Jews. At all events, more than one of the departed Dutchmen will thankfully assert how he escaped ugly pokes in the ribs from the shafts of street vehicles and sedan chairs.

THE EXERCISING NUISANCE.

There are many who doubtless remember the regular little horse's nest which was raised in certain quarters at the time the Bill whereby it was proposed to make spitting in certain public places a punishable offence was first introduced in the Legislative Council. It has now come to light that the leading members of the Chinese community have pledged their word to Government that they will bring to bear "energy and earnestness" to diminish the evil in the interests of cleanliness and health, as a result of which Government has consented to drop the Bill. This is indeed satisfactory news. Those who advance forward the least claim to an appreciation of the Chinese character are aware that the Chinese are an essentially amenable people and that, as His Excellency has pointed out on more than one occasion, co-operation is preferable to coercion. That is the general view and it is left to the enlightened members of the Chinese community to gradually educate their less fortunate compatriots into habits of immense value from a sanitary standpoint.

THE PLAIN OF THE JUROR.

The lot of the juror in Hongkong as elsewhere, is not a particularly happy one. This fact is apparent from the exemptions which are frequently asked for but which are in most cases declined. Only the other day, a well-known local gentleman asked for several years' exemption, but was politely refused. And it was not very long ago that a Japanese gentleman was more fortunate and obtained exemption on the ground of an imperfect knowledge of English. It is not everyone who can successfully evade the unpleasant duty of jury but it was left to a juror to be excused on the ground that by virtue of an old law that actors were "exempt and vagabonds," which had never been repealed, he was not entitled to serve on a jury. Why cannot the good folk here discover some such makeshift? The fortunate discoverer will certainly have a statue erected to his memory in recognition of a distinct benefit to oppressed humanity.

GLASSES MADE OF ICE.

Now that the dog-days are with us, anything which has to do with sparkling summer potions will be read with avidity. It appears that it has fallen to the good fortune of a Dutchman to invent an ice goblet for the preparation of cooling drinks. This is a tumbler-shaped vessel made of ice. The process of manufacture consists in pouring water into a mould, inserting a cork, and then surrounding it with a freezing mixture. It is then placed in a paper shell, and in summer will hold the beverage for an hour. The ice goblet is, of course, only used once. About two ice goblets can be made in an hour with a small machine. This is distinctly good news, but is not likely to prove of particular interest to the majority of Hongkong residents, to whom the mere mention of a lemon-squash revives happy memories of the hospital ward.

CASUAL CRITIC.

JAPAN is plainly neglecting nothing in her efforts to exploit Korean trade. The *Mainichi* reports that the Korean Residency-General is arranging for the establishment of a Japan North Korea steamship service, with three trips each way a month between Matsuyama, Tsuruga, Genoa and Seattle. The Residency-General will ask an amount of ¥80,000 to be given as a subsidy to the vessels on the route. It is said that Mr. Ueno, of Osaka, will undertake the management for the service.

VICEROY YUAN SHU HSUN.

L. DING AT CANTON.

[From Our Own Correspondent.]

Canton, 3rd September.
Shortly after one o'clock yesterday afternoon, the steamer *Hsin Ming*, of the China Merchants' Steam Navigation Company, steamed into Canton Harbour with H.E. Yuan Shu Hsun and suite on board. The Provincial Treasurer, Provincial Judge, Educational Commissioner, Salt Commissioner and several other officials proceeded on board steam launch to meet the *Hsin Ming* on her arrival and boarded her to meet the New Viceroy. H.E. Admiral Li Chün, and Commander-in-Chief Chen Ting Chik proceeded on board the *Kiang Xu* to the *Hsin Ming*. His Excellency landed at the Government Tien Tsi wharf, and was met by the Acting Viceroy, H.E. Wu Senng Lin, and the three Tatar Generals and others. Troops were drawn up on both sides of the wharf and a band struck up appropriate music on the Viceroy's landing. It is estimated that from two to three thousand persons must have witnessed the landing. At the conclusion of a brief official reception, H.E. Yuan and suite got in chairs and proceeded into the city.

SHANGHAI'S NEW BUILDINGS.

STANDARD OIL CO.'S OFFICES.

Yet another important new building is being erected in Shanghai, says the *N. Y. Times*. The Standard Oil Company of New York is building a fine new home at the corner of Canton and Szechuen Roads, and judging by the plans, the structure will be a striking addition to Shanghai's architecture. Whether it will be of artificial stone or granite, has not yet been decided, but the foundations, which are of reinforced concrete, will be suitable for either. They are monolithic, and the weight of the building will be accurately distributed over the whole area by a system of reinforced concrete beams which are a portion of a reinforced "raft." By this means it is confidently expected that subsidence will be prevented, or, at any rate, reduced very appreciably. It will take about two months to complete the foundations, and then the building of the superstructure will be begun. The building will have a frontage to both roads, the total length of the frontage being over 200 feet. There will be four storeys and about sixty rooms. The first three floors offices, whilst the top story will be the residence of the manager. Two lifts will be installed, one for the exclusive use of the manager, the other for general use.

The main entrance will be at the corner of Canton and Szechuen Roads, and from the spacious vestibule with imposing columns at the entrance, the staircase and elevator will be reached. The entrance to the manager's quarters will be through a private entrance leading to a large courtyard. The courtyard in addition to improving the appearance of the building will give ample light, and as the house is well situated, it should never be necessary to resort to artificial lighting during the day. Electricity will, of course, be used for lighting. A comprehensive system of inter-office telephones will be installed, and the very latest most efficient fire alarm and fire extinguishing apparatus will be introduced. The work of construction has been in hand for some time now, and it is estimated that the building will be ready for occupation within eighteen months. The foundation and building have been designed by Mr. Sidney J. Powell, A.M.C.E., and a Member of the R.S.A., whose plans have been approved by the New York (head) office of the Standard Oil Co. The erection of the building will be carried out under Mr. Powell's supervision.

CHINA PONIES AT THE SOUTH POLE.

It will be remembered that the points taken by Commander Shackleton on his expedition to the South Pole were selected in Shanghai by the Shanghai Horse Bazaar, Ltd., and that the sleigh harness was also made by the same firm. In this connection the following letter from Commander Shackleton to Dr. Keylock may be of interest:

BRITISH ANTARCTIC EXPEDITION, 1907.
9, Regent Street, Waterloo Place, London, S.W.

July 22, 1909.
Dear Sir,—I beg to acknowledge receipt of your esteemed letter of the 24th April and also the letter that you have sent to Mr. Reid. I have much pleasure in testifying to the great success of the Manchurian ponies which you supplied to this expedition for sledging work. It was certainly due to these ponies that we succeeded in getting so far as we did, namely, to within 97 geographical miles of the South Pole itself. Although you shipped fifteen animals, which were safely delivered in New Zealand, I found that I would only be able to take ten on the *Nimrod*. I also found that the white ponies were the best of the lot, and I took care to pick out those with the strongest hearts and most willing to work.

Should I go on another Expedition to the Pole regions or if any explorers ask my opinion, I will certainly recommend them to your firm and will specify that they must be the Manchurian breed.

With regard to the harness, I found that the collars and traces supplied by you were indispensable, but I did away with such things as the reins, halters, etc. I also had men with me on the Expedition who turned out any harness that was necessary, as by the help of two Singer Sewing Machines they made all the men's and dogs' harness as well.

Thanking you very much for the care that your firm took in selecting the best animals for this Expedition,
I remain, Dear Sir,
Yours faithfully,
British Antarctic Expedition, 1907.
(Signed) E. H. SHACKLETON, Commander.

* It is interesting to note that the views held by the Chinese and by Commander Shackleton coincide in that white ponies have the stoutest hearts and are the most willing.—Ed., N. Y. Times.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1909, as certified by the managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	\$3,786,696	\$4,000,000
Hongkong and Shanghai Banking Corporation.	14,355,500	13,000,000
National Bank of China, Limited.	52,845	nil.
Total.	\$18,195,041	\$17,000,000

THE OPIUM QUESTION.

A VERY TOUGH PROBLEM.

SYDNEY'S PROPOSAL.

Dr. Wollaston, the Comptroller-General of Customs, has come to the conclusion that the attempted prohibition of opium by Federal law has proved a failure, says the *Sydney Evening News*. A Chinese merchant in Adelaide declares that the drug is smoked as much in that city as before the order was issued. In Melbourne and Sydney seizures of smuggled opium are common, and prosecution of persons found smoking is an everyday event.

The duty formerly imposed yielded between £50,000 and £60,000 a year, the fines that are now imposed upon smugglers and users of the drug scarcely balance the expenses of the staffs of Customs officials and police engaged in the fight against the prohibition order. And their efforts are said to be largely wasted, inasmuch as Chinese and others seem to be able to get as much opium as they want, even if they have to pay 100 per cent. more than in the old days. Moreover, shipmasters, agents, stewards, and the responsible officers of vessels generally, have a very bad time when they carry Asiatic crews with a taste, naturally acquired and stimulated for engaging in the illicit traffic.

Dr. Wollaston suggests that the prohibition order should be cancelled, and the duty re-imposed. Then, instead of paying the money into general revenue, the duty would be paid to the owners of the opium-smoking, their being sent back to China. What the Comptroller-General objects to is the fact that the money now paid to duty is really employed to assist the smugglers in circumventing the Customs and police. "If the Government cannot keep the opium out," he concludes, "why not let it in under a heavy duty, as previously, and use the revenue in a way that would ultimately increase the demand for it?"

SHIPPING MAN'S OPINION.
"The idea is ingenious, certainly," remarked a leading citizen in shipping circles, who has had more than a fair share of unpleasant and harassing experiences in connection with opium smuggling. "We would welcome anything likely to decrease the worries of masters, officers, and agents of vessels from the north, that are always 'suspect' on account of their yellow crews. It doesn't seem to matter what precautions we take; the Chinese get the drug in somehow, under the noses of the Customs officers. For ways that are dark, and for tricks that are vain, the heathen cannot be beaten, and he is full of resource."

The speaker recalled some instances of mock fights port among the Celestials, artfully arranged to engage the attention of sports-loving officials, on one side of the steamer, while other yellow-skinned conspirators swiftly and unobtrusively passed packages of opium safely ashore. The greatest trial to the captain, however, is when the examiners, convinced that quantities of the drug are concealed aboard, proceed to clear the interior fittings to pieces in order to reach the forbidden stuff.

"It looks very much as if the prohibition scheme has failed utterly," continued our informant, "and in that case we can't go very far wrong in giving the other proposal a trial. Whether the opium-sodden Chinese in Australia will consent to be bought out, that is, agreed to being sent back to their native land, is a matter I can't offer any opinion upon. Clearly, they cannot be deported willy-nilly, but I fancy that there is one means as yet untried which might prove effective."

"And that is?" asked the *Evening News* man.
"Make the punishment so severe that the demand for opium will fall away to little or nothing. Pop it on to the opium-smokers, or those found in possession of opium, so hard that they will find neither comfort nor profit in the business. Supposing you were to say to an offender, 'Very well, you're an incorrigible opium-smoker. Take two years' gaol without the option of a fine; or, if you like it better, take yourself back to China, and stay there. We'll pay your fare.' That would be a kind of assisted emigration that should speedily diminish the demand for the drug."

Several shipmasters, who joined in the conversation, expressed the view that either the existing law should carry more deterrent punishment, or that Dr. Wollaston's proposal should be given a trial. "I am sure that if the duty, if reimposed, should not be made too high, as this would tend to prove smuggling, and defeat the purpose in view."

POLICE OFFICER DOURTFOUL.

"I am afraid Dr. Wollaston is inclined to be too optimistic," remarked a Sydney police officer, who has had many years' experience of the opium dens of this metropolis. "It would be open to the Chinese to decline to go back to their own country, and my knowledge of them suggests that very few would be found willing, even for a fairly considerable sum, to leave Australia."

"Why is that?" asked the reporter.
"First of all, because those who are here are infinitely better off than they could ever possibly be in China. They live under laws and conditions that are ridiculously lenient as compared with those in their own land, and I have found that as a general rule, even when they go for a trip home, they are always anxious to get back here. Lastly, too, the Chinese authorities have been starting to fight the opium curse themselves, and it is possible that the Celestials deported from Australia would find it hard, if not harder, to get their favourite smoke in the Flowery Land as they do here. No, I don't think the scheme would work. It's a novel idea, but I'm afraid it's impracticable."

The officer was asked how he viewed the idea of increasing the punishment, and ordering imprisonment, instead of imposing fines.

"I think that would meet the case better," was the reply. "Of course, it has to be remembered that the drink habit. I have known smokers to be sent to gaol for months, to be treated specially for their craving, and to come out again just as mad as before for the possession of the drug. Still, if some of these fellows were given the alternative—two or three years' gaol, or fares paid back to China, and a small sum of money—they might be tempted to accept the latter. The trouble would be that a new industry might be set up by the artificial Celestials. These deported chaps might be smuggled back to Australia, in order to score another lot of return fares and money presents. You never know when you have the gentle heathen, least of all in connection with opium."

W. (N. Y. C. News) regret to record the death of Lady Hornby, widow of the late Sir Edmund C. Hornby, formerly Chief Judge of H. A. Supreme Court for China and Japan. Lady Emily Augusta Hornby was the eldest daughter of the late Captain J. P. Roberts, of New York and Shanghai. She was the third wife of Sir Edmund Hornby, whom she married in 1875. Her husband died in 1896. Lady Hornby, who is a sister of Mrs. W. S. Jackson, leaves two daughters, one of whom is Mrs. H. R. Drummond, while the other is unmarried.

THE GUNPOWDER EXPLOSION AT KINYA.

ANTICIPATED COMPENSATION BY WAR OFFICE.

The War Office seems, according to Japanese papers, to be prepared to grant compensation for the damage suffered by the people in the vicinity of the scene of the recent explosion. A high adjunct officer in the War Office is said to have stated that no report on the cause of the explosion or details of the damage had yet been received. The Osaka Army Division has the onus of considering the course to be taken for paying compensation to the people suffering as a result of the explosion, but the question is hardly likely to be settled before the conclusion of investigations. If the disaster is found to be due to a sudden change in the weather, as is now supposed, the War Office will not accept the responsibility of paying compensation, the disaster arising from *vis major*, as in the case of the explosions at Itabashi and Iwabama. But in sympathy with the unfortunate people who have sustained loss, the War Office may grant a suitable sum as compensation even if the disaster proves to be due to natural action.

DEAD BODIES PRESERVED FOR SEVENTY YEARS.

EXHUMATION OF A SAMURAI AND COURT LADY.

The bodies of a samurai and a Court lady, who died over seventy years ago have been exhumed in Tokyo and found to be in remarkable state of preservation, presenting the same appearance as at the time of their decease.

From the report it appears that the graveyard in the rear of the Kaifuku Buddhist Temple at Manzen-chow, Fukuagawa-ko, Tokyo, was to be removed in connection with municipal improvements. In the ground were certain daimyo and their relatives of high standing. Among them were the graves of the Mizoguchi family, an offshoot of that of Count Mizoguchi, an old daimyo of the Shibata clan, in Echigo province. The exhumation of the graves of the family has been conducted since the first utility under the personal supervision of the present head of the family, Mizoguchi Naokazu, now almost seventy years of age, and who while the feudal system was still in force in Japan, enjoyed the position of a Grand Censor under the Shogunate Government. On the 23rd ultimo the grave of a Court lady, who had attended on a Shogun, and died in the eighth year of Tempo, about 73 years ago, was opened, and the coffin drawn up. An examination of the coffin proved it to consist of five wooden boxes, one within the other, the first box was lined with charcoal, while the space between the second and third coffin was filled with lime. The fourth and fifth were thoroughly coated with lacquer. Upon the lid of the last box being opened, an odour of musk and incense was distinguished. Within the innermost box reposed the remains of the Court lady, who appeared to be merely in a slumber, so well had the body been preserved from decay. The head was shaved according to custom. The lady was attired in gorgeous Court robes, and by its side were found a number of valuable hair ornaments used during life, which appeared new and unaltered. The lady was a daughter of a *Kuge* of Daimeigun rank in Kyoto, and entered the Shogunate Court through the influence of the Mizoguchi family.

The next coffin disinterred was that of the grandfather of the present head of the family, and the remains of this old samurai were similarly well preserved. The hair was dressed in a queue according to the prevailing custom of the time. Mr. Mizoguchi, who had never seen the face of his deceased grandfather was naturally moved by the sight and remained before the body in prayer for some time. His grandfather died about 70 years ago. Much interest has been aroused in Tokyo by these exhumations.—*Japan Chronicle*.

INFANT MORTALITY.

The subject of infant mortality is engaging attention in the Philippines, and in a recent leading article the *Cableman-American* has the following observations to offer on the subject. The report of the Bureau of Health for Saturday showed that out of a total of thirty-three deaths in the City of Manila twenty-nine of the deceased were children under eight years of age. Further statistics reveal the startling fact that for the last fiscal year fifty-two per cent of the total deaths in the city were those of children.

These figures should have a peculiar significance to the leaders of the Filipino people and to all friends of the race. Undoubtedly the infant mortality of Manila exceeds that of any other part of the islands, yet there is not lacking evidence that the entire archipelago suffers heavily from the drain at the fountain head of the race, and unless it can be in some way stopped or lessened the river of racial strength must continue weak and ineffectual.

If those Filipinos who presume to do the thinking for their countrymen could but be persuaded to leave off their political ravings about the fiction of political independence that must forever remain a chimera while the race is threatened with extinction from inherent weakness, and devote their time to devising some way to staunch the flow of vitality from the heart of the nation, they would find themselves on the shortest road to that goal of which they prate.

It takes men to make a nation. The independence of a people presupposes the elements of national strength necessary to enable it to stand alone. It takes men to make armies and navies; men to conquer untilled soil and make it produce rice and hemp and tobacco. The Filipinos have been in these islands since time, to them, immemorial and yet they have not made the country their own. They have entered in but have not possessed the land. After all these unknown centuries they are yet but a handful of men unable to supply the labour necessary to cultivate the soil on which they find themselves.

A change must be wrought some way in the vital statistics of the race or the future can hold but little for the Filipino people. Here is the problem for the best brains of the race. Its solution will be the salvation of the people; a failure to solve it will mean the shipwreck of all their hopes.

FROM last accounts it appears that the Sengari flood caused even greater losses than were first estimated. The Japanese Consul at Kinya now reports that as many as 10,000 people were drowned and some 7,000 houses inundated in the Kinya Province. On communication of the calamities being made by the provincial governor to the Peking Government, the latter has appropriated the sum of ¥14,000 towards the relief fund.

BANKS IN JAPAN.

BUSINESS RESULTS FOR HALF YEAR.

In view of the extraordinary stagnation in the money market that has been prevailing since the beginning of the year, and the enormous amount of capital that has been accumulated in the vaults of all the banks, it is of interest to know the business results of the various banking houses for the first six months of the year. The following figures, showing the net profits of the leading Tokyo banks during the period, are published:—

Banks.	1st Half, 1909.	1st Half, 1908.
Dai-ichi	¥909,000	¥959,000
Dai-ni	355,000	399,000
15th	1,505,800	2,557,500
20th	70,700	90,100
24th	65,500	37,800
10th	361,100	357,000
Mitsui Bishi	358,500	357,800
Mitsui	1,220,000	1,435,800
Yasuda	279,300	188,000
Kawasaki	105,200	115,000
Teikoku Shogyo	129,200	100,300
Total	111,000	113,200
Nakai	58,700	61,600
Tokyo	119,300	114,200
Meiji	91,700	91,000
Toiyu	34,700	34,800
Tokai	12,700	10,500
Mori	64,600	73,400

* The wide difference between the profits for this and last years of the 15th Bank is accounted for by the greatly enhanced valuation that was last year put on Japan Railway bonds held by the bank.

It will be noted from the above that although the net profits of some of the banks of lesser importance showed some falling-off as against last year, the business results of the Tokyo banks for the first six months may, on the whole, be regarded as satisfactory. Turning to the reserves and the rate of dividend, we find the following figures:—

Banks.	1909.	1908.	Dividend %
Dai-ichi	¥400,000	¥400,000	10
Dai-ni	170,000	120,000	12
15th	400,000	1,590,000	12
20th	10,000	10,000	7
24th	8,000	5,000	9
10th	50,000	1,047,000	28
Mitsui Bishi	—	—	28
Mitsui	—	—	10
Yasuda	200,000	135,000	3
Kawasaki	80,000	100,000	4
Teikoku	10,000	—	5
Total	30,000	40,000	10
Nakai	30,000	30,000	5
Tokyo	30,000	30,000	10
Meiji	10,000	10,000	8
Toiyu	3,000	3,000	6
Tokai	30,000	25,000	7
Mori	70,000	70,000	—

The amount of reserves set apart by the banks above quoted this year shows a decrease in the case of the 15th, 20th, 24th, Mitsui, Kawasaki, and Tokai, while the rate of dividend shows a falling-off in the case of the 20th, 24th, and Yasuda, and an increase in respect of the Mitsui, 15th, Teikoku Shogyo, and Tokai banks. Generally speaking, it will be observed that these Tokyo banks have somewhat failed to come up to the level of last year as regards reserves and rate of dividend, though, judging from the results of the half-year, the prevailing slackness of the money market does not seem to have visibly interfered with their business.

The *Tokyo Asahi*, writing on the same subject, remarks that the total amount of deposits at the associated banks in Tokyo, Yokohama, Nagoya, Kyoto, Osaka, and Kobe at the end of June last showed an increase of 70 million yen on the corresponding period of last year, and that the reserves also showed an increase by ¥8,000,000. In short, the financial power of the banks in these cities has grown by nearly 80 million yen compared with last year, less much as the amount of loans has not only failed to advance, but has actually shown a diminution of ¥1,000,000. The question naturally arises as to how the banks have been employing the increased capital amounting to 80 million yen. That the banks have been largely investing in State and other securities will be apparent from a perusal of their reports and accounts. Roughly, the investments in securities by these banks have increased by 50 million yen over the amount at the same period last year. The remaining 30 millions seem to have been devoted to settling the overdrawn accounts with the Bank of Japan.

With regard to the profitable employment of funds in their hands in the future, continues the *Tokyo Journal*, the bankers would seem to be much perplexed. No fresh demand for capital has sprung up, neither is any likely to occur to a large extent for the present. On the contrary, there are factors tending to accentuate the inactivity of the market. Of the various municipal loans, totalling 70 million yen, contracted for with British and French capitalists, about 30 millions have so far been remitted to Japan and the remainder will be transferred as soon as the terms of exchange are successfully negotiated. In such circumstances it is not surprising that the price of 5 per cent. bonds is rising and approaching par. The bankers must know the risky nature of investing so much in State securities, the margin of profit on which is fast narrowing down. They are confronted with the necessity of finding a fresh way of profitably utilising the rapidly-growing funds, and this is generally conceded to be a most difficult problem in existing circumstances.—*Japan Chronicle*.

PROCLAMATION ON BRIBERY.

KIANGSU GOVERNOR'S INSTRUCTIONS.

H.E. Jui Cheng, formerly Shanghai Tael and Provincial Treasurer, and recently appointed Governor of Kiangsu, has issued the following instructions to his subordinates:—

A country can only rest in tranquillity when it is ruled by good officials, and officials can be faithful and honest when their superiors are upright.

China is now beginning to prepare for constitutional Government. If an officer is capable and devoted, he will always be employed and will be able always to use all his talents to promote public interests. Why, then, do these numerous officials try to make overtures to us, either by offering us money and costly gifts, or by showing us letters of recommendation, written by high officials?

Any man who wishes to accomplish anything ought to possess independence of character.

During the past month many expectant officials have approached us. By acting in this way, not only do they suffer loss of dignity, but they show that they believe that we are guilty of capidity. Acting on our privileges we shall not, on this occasion, make public the names of these unworthy officials. But if, in future, among the Kiangsu officials there are any who dare to act in this manner, their names shall be published and they will never be able to obtain office.—N. Y. C. News.

An amalgamation has been effected of the principal Canadian cement manufacturing companies. The capital of the firm is \$1,000,000.

CHINA AS A FIELD FOR FOREIGN CAPITAL.

Yung Kwai, the Chinese diplomat who accompanied Special Envoy Tang Shao-yi and Prince Tsai Fu to America as secretary, returned to San Francisco yesterday on his way to China, says the *San Francisco Chronicle* of August 4. He was left behind in Washington by the special embassy to settle some bills, and he got back now to his post in the Foreign Office. Yung Kwai is enthusiastic over the possibilities for capital in China, and he expresses surprise that the wealthy men of the Pacific Coast have appeared so indifferent to their opportunities.

"Why, the Eastern capitalists are going after the business of China very seriously," he remarked at the St. Francis yesterday afternoon. "Out here, however, it seems that there is no adequate realization of the resources and possibilities of China."

"New York capital, representing over half the total capital of the country, has combined in a syndicate which is backed by the Government, and is anxious to lend money to China on its bonds for railroad construction. J. Pierpont Morgan is one of the leaders of this movement, although he sold out his railroad interests in China about five years ago. But he is very enthusiastic now."

Willard Straight, former American Consul at Mukden, has entered the employ of the syndicate and is now on his way to take up his permanent headquarters. The American International Banking Association has established a branch in Peking to handle the business which it is expected will be done there, and I understand in the East that branches are about to be established at Mukden and Hankow."

"There is more money to be made in the railroad business in China now than in any other. The returns are immediate. The conditions prevailing are the reverse of those which have confronted any other railroad pioneers in history. Heretofore new railroads have penetrated unbroken country, and the railroads have been forced to take people with them to make business. It has been a work of development, the railroads being the advance guard of civilization."

"But in China the antithesis exists. The cities, the farms, the people, are all there, awaiting the railroads. All that is necessary for business is the railroad to handle it. A railroad in China is a success from the jump and 20 per cent. or better."

"China wants American commerce, and the United States can have it by going after it. Catalogues and drummers don't do much good. Resident agents are what the American producers want in China. We want manufactured products—wheat, flour, cotton goods, railroad machinery. The time may come when China will ship manufactured articles to America, perhaps these very things, but that time is quite remote, and there is a present market which is well worth getting."

Yung Kwai is a graduate of Yale, and has been a resident of this country for many years. He was secretary of the Chinese Legation at Washington from 1895 to 1899, and in 1897 and 1898. At one time he was a newspaper man in New York. His wife is an American woman.

THE HONGKONG HOTEL CO., LTD.

HALF-YEARLY REPORT.

The report of the Board of Directors to be presented at the annual meeting of shareholders, to be held at the Company's Hotel at 12.30 p.m. on Saturday, the 11th instant, reads:—

To the shareholders of the Hongkong Hotel Company, Limited.
Gentlemen,—The directors now beg to submit their report for the half-year, ended 30th June, 1909.

ACCOUNTS.

The profit on working account amounted to \$71,184.54 as compared with \$80,822.30 for the corresponding period of 1908, being a decrease of \$9,637.76.

The profit and loss account, including the sum of \$395.40 brought forward from 31st December, 1908, shows a credit balance of \$70,231.29, which the directors recommend should be apportioned as follows:—

To pay a dividend of:—
\$2.40 per share on 12,000 old shares \$28,800.00
and 40 cents per share on 7,897 new shares 3,158.80
\$31,958.80

To transfer to repairs and renewals account 10,000.00

To write off furniture and fixtures 5,000.00

To write off electric plant 4,000.00

To carry forward to new account 10,273.49

DIRECTORS.

Dr. J. W. Noble has been granted leave of absence. Hon. Mr. E. Osborne retires by rotation, but offers himself for re-election.

AUDIT.

In the absence of Messrs. Jeffries and Lowe, the accounts have been audited by Messrs. A. O'D. Goudin and E. A. M. Williams. Messrs. H. U. Jeffries and A. R. Lowe offer themselves for re-election.

EDWARD OSBORNE,
Chairman.

Hongkong, 31st August, 1909.

PROFIT AND LOSS ACCOUNT.

For the six months ending 30th June, 1909.

To bad debts and refunds \$ 241.67
To Crown rent 595.93
To rates 2,720.00
To fire insurance 3,104.13
To interest 19,126.85
To directors' and auditors' fees 3,300.00
To balance, to be appropriated as follows:—
To pay a dividend of:—
\$2.40 per share on 12,000 old shares \$28,800.00
40 cents per share on 7,897 new shares 3,158.80
\$31,958.80
To transfer to repairs and renewals 10,000.00
To write off furniture and fixtures 5,000.00
To write off electric plant 4,000.00
To carry forward to new account 10,273.49
\$99,139.77

By balance from 31st December, 1908 \$54,295.40

Less dividend at 60 per cent. \$36,000.00

Less transfer to repairs and renewals at 10,000.00

Less transfer to furniture and fixtures at 5,000.00

Less transfer to electric plant at 4,000.00

By dividends on shares in public companies 68.00

By scrip and transfer fees 63.00

By rents of shops, Hotel Mansions 16,910.00

By bad debts recovered 28.83

By profit on hotel working account for the six months ending 30th June, 1909 71,184.54

\$99,139.77

REPAIRS AND RENEWALS ACCOUNT.

For the six months ending 30th June, 1909.

To Payments on account of repairs for the half year ending 30th June, 1909 \$ 8,232.57

Balance 4,085.52

\$13,912.09

By Balance from 31st December, 1908 \$ 3,912.00

Amount transferred from profit and loss account as recommended in last report 10,000.00

\$13,912.09

BALANCE SHEET, 30TH JUNE, 1909.

Liabilities.

Capital:—

12,000 old shares at \$50 each (fully paid up) \$600,000.00

8,000 new shares at \$25 each (\$25 paid up) 200,000.00

Less 103 new shares not yet issued 2,575.00

1,500 Mortgage debentures (5 per cent) \$750,000.00

Last 800 held by the company 400,000.00

Reserve fund 350,000.00

Sundry creditors 618,975.78

Unclaimed dividends account, balance as per statement 4,085.52

Hongkong and Shanghai Banking Corporation (current account) 225,677.69

Profit and loss account, balance as per statement 70,231.29

\$2,145,564.55

Assets.

Value of Marine Lot No. 5 and remaining portion of Marine Lot No. 3 and remaining portion of Marine Lot No. 7, and buildings thereon as per last account \$1,094,181.83

Since expended on alterations and additions to buildings 2,289.66

Praya Reclamation, Marine Lot No. 288, as per last account and building thereon (Hotel Mansions) 611,891.68

Rebuilding South Block, payments on account to date 101,793.92

Cost of three Chinese houses on sections B, C, and D, of Island Lot No. 80 33,000.00

Cost of Kowloon Farm Lot No. 3 section A 30,926.90

Machinery, furniture and fixtures, as per last account \$13,734.70

Less written off, as per last report 6,500.00

Successed \$107,254.70

Installation of electric light, as per last account \$20,500.00

Less written off, as per last report 1,500.00

Stock of linen, crockery, glassware, etc. 33,995.56

Stock of wines, provisions, household sundries, and stationery, as per inventories 18,103.28

Shares in public companies 4,371.31

Value of steam launch—Sundry debtors 27,127.59

Licenses attaching to 1909 B 1,246.67

Fire insurance account (unexpired premium) 3,141.87

Hongkong and Shanghai Banking Corporation (unclaimed dividends account) 1,401.50

Cash in hand 251.43

\$2,145,564.55

MACAO.

A MENDACIOUS REPORT.

A native telegram from Canton, translated in the British press in Shanghai, shows how the fire of agitation against the Portuguese in Macao is being fed. The dispatch reads:—

Canton, 30th August.

At the village of Wanghsia near Macao, which is now occupied by Portuguese, the Portuguese have threatened people there to remove houses by destroying them; the villagers are very angry and the high-handed action on the part of Portuguese being expected the villagers have formed themselves into a volunteer corps to meet the emergency.

CHINA'S NAVAL SCHEMES.

THE DRAFT PROGRAMME.

The Chingwuchow or the Government Council has discussed important military and naval affairs. Prince Ching has proposed that as the naval office has become independent from the Board of War all naval affairs as well as the old style navy in provinces should be handed over to the naval office without any interference from the Board of War. Then Prince Ching further proposed that at present the expense of the naval office is paid by the Board of War, but the amount should be made a loan to be refunded when the naval office will have its own funds but the expense of the naval office of the period when it was attached to the Board of War need not be refunded. Prince Ching also proposed: The Board of War has decided with Imperial sanction that in the seventh year of Huan-tung the General Staff is to take control of the tactics while the Boards of Army and Navy should take control of executive functions, and thus the General Staff, and the Board of Army and Navy may exist independently under the direct control of the Generalissimo. When the General Staff receives orders from the Boards of Army and Navy it will carry the orders out. When the Army and Navy will be completed then the military side-department will be established to send orders to the Army and Navy. All the members of the Council have endorsed the proposal.

The naval programme to be effected from the 1st year to the 7th year of Huan-tung is as under:—1st year:—To investigate into the existing warships of Peiyang, Nanyang, Hupeh, Fukien and Canton navies and to build warships for Nanyang and Peiyang, 2nd, 3rd and 4th class cruisers; to inspect naval ports for Peiyang, Nanyang, Fukien Chekiang and Canton. To improve the naval colleges of Peiyang, Nanyang, Fukien and Canton and to establish colleges for shipbuilding and gunnery in Kiangsu, Chekiang, Fukien and Hupeh. To improve the arsenals and docks of Weibaiwei, Kaohsiang (Kiangnan), Mawei, Huangpu.

2nd year:—To distribute warships to a number of squadrons, to establish torpedo flotillas, to build one 3rd class cruiser for each squadron, also transport, dispatch vessels, torpedo boats, torpedo boat destroyers. To complete works of naval port. Colleges for shipbuilding and gunnery to be completed. To have proper estimates for the navy in detail. To decide the division of areas for naval construction.

3rd year:—To build eight first class battleships, over twenty cruisers, various classes and ten of other classes of warships. The 1st, 2nd and 3rd torpedo flotillas will be completed. The Peiyang, Nanyang, Fukien, Kwangtung squadrons will be completed. The naval forts, arsenals, dock, transports, railways and all the other affairs will also be completed. The estimates of the new navy will be decided on after getting Imperial sanction. Statements of account will be decided. Construction for the navy will be effected. The ships of each squadron will be decided. The Board of Navy will be established. The naval officers will be made substantive officials. A Naval University will be established. The other matters will be decided on from time to time by the Naval Office and by the High Commissioners of naval scheme—Shanghai Mercury.

As his labours in revising the laws of China have met with poor success, H. K. Shen Chien-pen, Law Revision Commissioner, has resolved to resign his post when he hands his work over to H. E. Wu Ting-fang when the latter returns from the United States.

CARGO-BEAT ABLAZE.

IN CANTON HARBOUR.

[From Our Own Correspondent.]

Canton, 4th September.

Yesterday afternoon, a cargo-beat, fully laden with kerosene oil, lying close to the river steamer wharf, caught fire as a result of cooking operations in the stern of the vessel. Realising the danger of the occurrence the entire native craft in the neighbourhood where the accident occurred left no time in getting away from their moorings. The men on board the steamer *Fatshan*, being in close proximity to the cargo-beat, and the vessel being exposed to risk, at once commenced pumping water into the burning craft, but all their efforts proved futile. The cargo-beat drifted upstream owing to an unfavourable wind and aggressive tide. The current bore the cargo-beat to as far as the French gunboat *Vigilante's* position and got alongside of it. The fire in a short time spread to the pontoon, which sustained damages to the extent of a few thousand dollars. The cargo-beat then again drifted and got alongside the south bund of Shameen, where assistance was rendered by the Namam Fire Brigade and several steam-launches working jointly. After vigorous efforts to combat the flames, the fire was got under control. By that time, the kerosene, stored in iron drums, was burnt up and the cargo-beat itself was completely destroyed, producing a wide effect on the river. A Water Police launch which had tried to tow the cargo-beat away from the jetty, got her own awnings destroyed and her stern damaged. Fortunately no loss of life has been reported.

SHANGHAI HARBOUR.

SOME HAPPENINGS DURING 1908.

The following interesting summary of Municipal events connecting with the working of the Harbour department during 1908 has been compiled by Captain Wm. Carlson, Harbour Master, and is published as an appendix to Mr. Commissioner Hobson's annual report on the trade of Shanghai:—

Buoys, Wharves, and Jetties.—On the 23rd January permission was given to Messrs. Butterfield and Swire to place an additional pontoon of the lower end of the China Navigation Company's property on the Pootung side of the 2nd Section. On the 8th March application was made by the Societe Civile Immobiliere de Shanghai for permission to construct three jetties extending out to the conservancy normal line off their property situated on the Shanghai side of the 10th Section. The matter is still in abeyance. The two passenger pontoons immediately to the northward of the Customs pontoons off the Bund were opened to traffic on the 10th March. On the 18th March permission was granted to the New Engineering and Shipbuilding Works, Limited, whose property is situated on the Shanghai side of the 9th Section to commence work of constructing a dock on their foreshore, and on the 18th August permission was granted to them to extend the whole of their river frontage, as well as the dock, to the conservancy normal line in accordance with plans approved by the Engineer-in-Chief to the Whangpoo Conservancy Board. On the 16th April permission was given to the Nishin Kisen Kaisha to place an additional small pontoon at either end of the Laopadu Wharf, situated on the Pootung side of Upper Section 12. On the 17th July permission was granted to Messrs. Mackenzie and Co. to place a temporary pontoon off their property on the Pootung side of the 3rd Section, to facilitate the loading of cotton, etc., for re-packing. On the 15th October permission was given to the Hanyang Iron and Steel Works to extend their wharf, situated on the Pootung side of Upper Section 12, to a distance of 100 feet in accordance with plans approved by the Whangpoo Conservancy Board. In November the Yih Chong Wharf at Laopadu, for the construction of which permission was granted on the 3rd September, 1907, was completed.

Registered Steam-launches.—During the year 47 new inland steam navigation certificates were issued, against 40 in 1907, and on the 31st December there were 366 steam and motor launches on the Shanghai register, as against 333 at the end of 1907.

Pilotage.—On the 1st June the Pilotage Regulations were amended to embody a scheme for pooling the earnings of all pilots, and this scheme has worked satisfactorily and appears to have done away with the friction which had existed for a number of years between the cruising and monthly pilots, on account of the latter's earnings being far in excess of the former's. Other necessary amendments were made, and the Association's bye-laws have also been amended.

Proposed Signal Stations at Woosung.—During 1907 a number of British shipmasters petitioned the British Consul-General to use his office in recommending the establishment of signal stations at Woosung to indicate to a vessel going against the tide the approach of another vessel from the opposite direction, in order to prevent them meeting on or near the Woosung Inner Bar. This matter was duly considered by the Coast Inspector and the Harbour Master, and with the concurrence of the Commissioner of Customs, it was decided that the establishment of signal stations as suggested would be inadvisable on account of the difficulty in getting thoroughly reliable men as signalmen, and it was pointed out that the conservancy works would soon make the dangerous bend at Woosung a thing of the past. The shipmasters then referred the matter to the Merchant Service Guild, who communicated with the British Foreign Office, and after communicating with the British Minister at Peking, the latter replied to the Guild in effect that the establishment of signal stations as suggested had been refused on the practical grounds of the impossibility of maintaining a trustworthy attendance on the signals. Suggested Establishment of Leading Marks at and above Black Point.—Representations have from time to time been made by pilots and shipmasters on the desirability of having lighted marks at Black Point, the light being between the Standard Oil Company's Wharf and Black Point for the purpose of indicating

the deep water channel, that at Black Point to also indicate the upper limit of anchorage for vessels with explosives on board as cargo.

Fire-boat *Huanying*.—The trial trip of the Customs fire-boat and salvage boat *Huanying* was run on the 25th January, and the boat was taken over by the Customs a week later. The following are the fire, etc., she has attended since. A fire at the rear at the Watung Wharf, Pootung on the 6th February. Fire on board s.s. *Glamorgan*, lying alongside the China Merchants Central Wharf on the 16th February. Fire at the China Import and Export Lumber Company's yard at Yangtsepo on the 22nd and May. Fire at rear of Messrs. Melchers and Co.'s Laidun Wharf, Pootung, on the 24th May. On the 21st July rendered assistance to the opium-receiving ship *Cora*, which was leaking badly. Fire on board s.s. *Takung*, on the 25th July. On the 28th October assistance was rendered to the s.s. *Huanying*, which had been in collision and was sinking. Fire in a stack of coal at the China Merchants Rastide Wharf on the 23rd and 27th November. In September the *Huanying* was hauled up on a slip and the hull below water-line treated with two coats of bituminous solution.

River Police.—The work of the River Police during the year has been very satisfactory, but owing to lack of men it has not been possible to patrol the extreme upper and lower limits of the harbour and the Sooch Creek as well as is desired. The establishment of a sub-station at Sizua for exclusive patrol of the Sooch Creek is necessary. Inspector Mellows reports that the manner in which cases taken before the Pootung Magistrate are dealt with is very unsatisfactory. The Court sits sometimes during the night, and often not for days together. The prison accommodation is very bad, and both complainant and accused are detained for days together, pending the settlement of a case. The following is a list of the cases coming under the notice of the River Police:—

Breaches of harbour regulations 134
Assault 49
Larceny 123
Reported thefts from ships, wharves, and boats 50
Cases in which property was recovered 112
Collisions between native and foreign craft, or between foreign only 48
Collisions or accidents to native craft 16
Attempts to commit suicide frustrated by River Police 146
Dead bodies found in the river: natives 8
foreigners 8
Timber and poles picked up adrift and returned to owners 216
Boats found adrift or recovered after theft 19
Boats confiscated or broken up 7
Ships disinfected by River Police 5
Fires attended by River Police launch and fire-boat 11
Natives rescued from drowning by River Police 11
Natives rescued from drowning by others 8
Miscellaneous cases not mentioned in above 134
Persons charged at Consular Courts 38
Mixed Court 38
Pootung Courts 123
Sampans seized for being dirty 35
destroyed as being unfit to ply 12
Mixed Court warrants issued 12

Of the number of thefts reported, a great many have taken place on board ships whilst away from Shanghai. At the end of February a telephone was installed on board the River Police boat. This had become necessary for many reasons, one being that the fire-boat may be ordered away to a fire without any delay. It has also proved of great assistance in ordinary police work.

Garbage and Sewage.—The manner in which garbage from the Settlements is disposed of has greatly improved during the year, but the dumping of sewage and dredgings by boats employed by the Municipal Council's contractors still continues, and is causing a serious silt in different parts of the Sooch Creek. This has been brought to the notice of the Municipal Engineer and to that of the Health Officer from time to time, but with little effect. Ashes.—The collection of ashes from steam-launches trading on inland waters which was commenced in 1906 is proceeding satisfactorily. During the year 83,338 buckets, or about 7,995 tons, of ashes were collected.

Customs Property.—The dwelling-house, signal stations, and steam-launch at Woosung; and the signal tower, Malakio, and Tungkuo explosive magazines, the River Police launch, and steam-launches and fire-boat at Shanghai are all in first-class order and condition.

HONGKONG TECHNICAL INSTITUTE.

LECTURES ON SANITATION.

A course of lectures on sanitation, with special reference to the requirements for the sanitary inspector's certificate of the Royal Sanitary Institute, will be given by Dr. Francis Clark, M.O.H., at the Sanitary Board Offices, "Beaconsfield," on the following dates, commencing punctually at 8.45 p.m.:—

Monday, October 11th, 1909, The Atmosphere and Ventilation.

Monday, October 18th, 1909, The Atmosphere and Ventilation.

Monday, November 23rd, 1909, Soils and Sites.

Monday, November 8th, 1909, Rainfall and Water supply.

Monday, November 15th, 1909, Rainfall and Water supply.

Monday, November 22nd, 1909, The Sanitary Construction of Dwellings.

Monday, November 29th, 1909, House Drainage.

Monday, December 6th, 1909, Scavenging and the Disposal of Refuse.

Monday, December 13th, 1909, Scavenging and the Disposal of Refuse.

Monday, December 20th, 1909, Infectious Diseases and Disinfection.

Monday, January 10th, 1910, Malaria and its Prevention.

Monday, January 17th, 1910, Public Health Law.

Monday, January 24th, 1910, Public Health Law.

Notes.—Fee, for the course, \$6, to be paid to Mr. E. Ralphs, Director of the Technical Institute, to whom the names of intending students should be sent not later than October 6th.

A CHINESE report says that the Government lately proposed that the Ministry of Finance should be invested with full control of all Customs affairs in the Empire to ensure uniformity of power, but Prince Ching strongly opposed the suggestion, pointing out that customs tariffs involve diplomatic relations and that the War Department should be consulted before deciding upon the question.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—An Ordinance to amend and consolidate the Laws relating to Opium and its Compounds; An Ordinance to amend the Rating Ordinances, to amend the Am Ordinance to amend the Dogs Ordinance, 1892.

HONGKONG GYMKHANA CLUB.

SATURDAY'S MEETING.

Patrons.—His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir Hedworth Lampton, C.B.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Rear-Admiral H. Lyon, R.N.

Committee.—The Stewards of the Hongkong Jockey Club (ex officio), The Hon. Mr. F. H. May, C.M.G., Hon. Mr. W. J. Gresson, Messrs. J. Johnston, J. A. Jupp, H. P. White, G. K. Hall Branton, John Fairson, and Major W. A. Eaton.

Judges.—Major W. A. Eaton.

Handicapper.—Mr. J. A. Jupp and Major W. A. Eaton.

Clarks of the Scales.—Mr. H. P. White and Mr. F. B. Deacon.

Starter.—Mr. H. J. Gedge.

And Starter.—Mr. Marcus Slade.

Time Keeper.—Mr. M. S. Sassoon.

Hon. Sec. and Treasurer.—Mr. C. Gordon Mackie.

The fourth meeting of the Hongkong Gymkhana Club was held on the Happy Valley last Saturday afternoon. The weather was all that could be desired and the attendance was good. The turf was in excellent condition and the racing provided was on the whole good. In the One and Quarter Miles Handicap, Mr. Seth's mount was left at the starting post on the fall of the flag, which spoilt his chances for a place. Class B of the Three Quarters of a Mile Handicap was a well-contested event and was won by Mr. Blank's Argyle, with Mr. W. S. Dupree up. Betting was brisk during the afternoon in Class A of the One and Quarter Miles Handicap, \$40.45 being given for a five-dollar investment. The Band of the Buffs under the conductorship of Bandmaster Hewitt enlivened the proceedings with selections of music.

1.4.15 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the race for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd Prize: \$25. (Half entrance fee to go to winner.) Hon. Mr. W. J. Gresson's Garth, 154 lbs. (Johnstone) 1

Mr. Dryadist's Triad, 151 lbs. (Mackie) 2

Mr. Dryadist's Best Friend, 157 lbs. (Dupree) 3

Mr. Slater's Pioneer, 136 lbs. (Owner) 0

On the fall of the flag, the ponies started in a bunch. Best Friend dashed past the others and was in premier position past the grand stand, closely followed by Mr. Slater's Pioneer. On negotiating the bend, Garth shot forward and treated the lead from Best Friend, followed by Triad. In the race home, Triad was ridden heavily but was beaten at the winning post by about half a length, with Best Friend third.

Time: 2.3.15.

Cash Sweeps: 1st: \$245.70; 2nd: \$70.20; 3rd: \$35.10.

Winner: \$12.10.

2.4.35 p.m.—POLO SCURRY.—Distance. From 2-mile post in. Ponies to start facing the village and turn right-handed at fall of flag. Catch weights 11.7. (All ponies entered must be bona fide polo ponies and passed as such by the secretary of the Polo Club.) Entrance fee \$5. First Prize: A Cup presented by the Officers of the Garrison. 2nd Prize \$25. (Entrance fees to go to winner.) Hon. Mr. W. J. Gresson's Middlesex, 161 lbs. (Dupree) 1

Mr. J. Johnston's Blue Ruin, 161 lbs. (Owner) 2

Commodore H. Lyon's Swan, 161 lbs. (Owner) 3

Mr. H. J. Gedge's Desire, 161 lbs. (Owner) 0

Mr. H. J. Gedge's Rufus, 170 lbs. (Gedge) 0

Middlesex led from the start. Blue Ruin showed good form and came in second, with Swan in third place about a length behind.

Time: 2.1.55.

Reddish, scrap rubber, at 22.1 id. per lb. with
one hard Parm at 11.5 id. per lb.

by showing that sympathy with the work was soon aroused when this technique is carefully considered.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PUBLIC MORTUARY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—I have been informed that a European Constable of the Police Force here, had to attend the Public Mortuary at West Point this morning in order to identify the body of a Chinese suicide. On entering the Mortuary he rather naturally lit his pipe, when he was told by the Medical Officer in charge (who, I believe, by the way, is a Naval Surgeon) that he must not smoke in the Mortuary.

It appears to me that in the present state of the weather and the unspeakable condition of the foid remains which adorn the tables in the Mortuary nearly all the year round, that even solely from principles of hygiene this medical gentleman would not have given such an order to anyone.

There are no notices displayed in the Public Mortuary to the effect that smoking is therein prohibited and during the late Dr. Hunter's regime no such restrictions were placed on anyone visiting the Mortuary by that much respected medico who always smoked a pipe himself during the time which he was forced to spend at his very unsavory labours in the Mortuary.

I don't think that it is fair to anyone, Police Constable or no—who is bound to visit such a place—that he should be forced to breathe a foid, germ-laden atmosphere against his will and against his better judgment.—I am, etc.,

"VERITAS."

Hongkong, 9th September.

COLLAPSE OF FACTORY AT CANTON.

SEVERAL LIVES LOST.

(From Our Own Correspondent.)

Canton, 9th September.
Shortly after 8 o'clock last night, during a violent squall which visited this city, the Canton Aerial Water Company's factory situated on the bund in close proximity to the Canton Hospital, which was in course of construction, was blown down. As the walls collapsed without the least warning a number of workmen who were sleeping there at the time were buried under the debris. Others fortunately effected their escape. In answer to the alarm raised, men from various charitable institutions hastened to the scene to render assistance. In spite of being handicapped by the darkness prevailing at the time, the people spared no pains to extricate the unfortunate victims of the accident, regardless of the hard labour involved upon them. Six men were extricated from the ruins, of whom four were dead and the other two seriously injured. It was nearly one o'clock when the men abandoned their work and proceeded to their homes. It is reported that at the time of the accident, thirteen persons were sleeping in the shed attached to the factory, so it is surmised that the list of the dead is not complete. A number of coolies were engaged to-day in the work of recovering the dead bodies.

COMMERCIAL.

YARN MARKET.

Hongkong, 3rd September, 1909.
There has been much less doing in this market, and the past fortnight has been comparatively quiet. The principal factor at work has been the recent rise in Rupee exchange, leading to the belief amongst buyers of a still greater improvement in remitting rates in the near future. Importers have been pressing sales at a reduction of 50 cents to a dollar per bale on all desirable spinning, but dealers are acting very cautiously, and being now fairly well supplied with every grade of twist from their late heavy purchases, can afford to wait developments, and business at the close is more or less at a standstill. No. 20s continue to attract attention and have been largely dealt in and comprise the bulk of the settlements. The demand for No. 10s has greatly subsided and would appear to run on medium grades. Nos. 12s and 14s are in short supply and values of favourite tickets show some appreciation. Receipts during the interval are moderate, and stocks show a slight decrease from last estimate. The market closes quiet but steady. Bombay continues strong, and only a small business is passing for the Far Eastern markets; the level of value being still unapproachable, as compared with prices ruling here and in the North.

Sales of the interval aggregate 4,591 bales, arrivals amount to 5,839 bales; unsold stock estimated at 18,000; and sold but uncleared yarn in second hands at 35,000 bales.
Local Manufacturers.—Sales of 55 bales No. 8s at \$1.30, 300 bales No. 10s at \$1.15, and 250 bales No. 12s at \$1.17 are reported.

Japanese Yarn.—There is no change in the continued quietness of these threads.
Raw Cotton.—Stocks of Indian and China staple are exhausted, and in the absence of any supply the market is almost closed. Quotations are: Indian, \$2.80 to \$3.60; and Chinese, \$3.20 to \$3.70.

Exchange on India has slightly advanced in sympathy with silver and closes strong to-day at Rs. 152 1/2 and 1/4. On Shanghai 7 1/4 and on Hongkong 10 1/2.
The undemoted business in imported and local spinning is reported from Shanghai during the fortnight ended the 28th ultimo, viz:—

Indian.—Demand continued brisk during the first portion of the interval, but has considerably subsided at the close. Total sales about 3,000 bales at about level quotations, with an estimated stock of 70,000 bales.

Japanese.—In good request, about 3,500 bales changing hands on the basis of Tls. 103 1/2 to Tls. 111 for No. 16s, and Tls. 116 to Tls. 119 for No. 20s.

Local.—Sales reported are 1,000 bales Nos. 14s and 16s, at Tls. 100 and Tls. 106 1/2 respectively.

P. EDULIER, Broker.

3rd September, 1909.

Our last circular was dated the 20th ultimo per s. *Calcutta*. Since when the speculative demand therein alluded to has greatly subsided and sales effected during the interval amount to about the half the quantity previously reported. Dealers having already a large quantity of every grade of twist in hand, and deterred by the high prices now ruling are holding entirely aloof and endeavouring to meet what little country demand that exists and also operating amongst themselves at more or less profit with a view to ease their holdings. Business, consequently, for first hands has been on a smaller scale, but deliveries have been satisfactory. Bombay keeps very strong but China importers are fighting shy of the very high prices ruling there and are awaiting developments. We close quiet and steady.

No. 6s.—In small inquiry at quotations.
No. 8s.—Nothing doing.
No. 10s.—Are rather easier and the demand has run on medium grades in which a fair business has been done at or about quotations.

No. 12s and 16s.—In fair request, but being in supplies prices have not advanced, some spinning showing an advance of 50 cents to a dollar per bale while other tickets are slightly easier.

No. 20s.—Have been in fair request at or about quotations.

Total sales about 4,000 bales.
Unsold stocks estimated at 19,000 bales.
Sold but uncleared in the godowns, and to arrive 40,000 bales.

Arrivals.—The mail str. *Assaye* and extra str. *Takachi* from Bombay, and str. *Peckham*, *Lalung* and *Japur* from Calcutta have brought in 2,991 bales for Hongkong and 10,000 bales for Shanghai, shipments from Hongkong to Shanghai, and coast ports, &c. amount to about 3,000 bales.

Shanghai.—Is reported quiet with only a small business passing at previous rates.

Japanese Yarn.—Market almost closed.

Local Mill.—Sales of 75 bales No. 8s at \$1.13 and 300 bales No. 10s at \$1.15 and 250 bales No. 12s at \$1.17 are reported.

Raw Cotton.—No arrivals, stocks or transactions of both Indian and China kinds quotations are Indian \$2.80 to \$3.60 and China \$3.20 to \$3.70. Rupees T/T 13 1/2, Sterling D/D 10 1/2, 1/16, Shanghai T/T 7 1/4, Rupees D/D 12 1/2, Sterling 4 1/2, 1/16, Japan, 8 1/2, Bar Silver 23 1/2.

POLISHWALLA AND KOTWALLA, Cotton and Yarn Brokers.

FRIIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of the 4th inst.—
The freight market still continues in the same depressed state with only a few fixtures to report. Only in one direction inquiry for tonnage is a little better than of late.

Saigon/Hongkong.—There has been no fixture to report in this direction, and rate has receded to 8 cents per picul.

Saigon/Philippines.—A few charters have again taken place, but rates show a downward tendency.

Java/Hongkong.—The local sugar market is exceedingly firm. The fixture of two more boats indicates more tonnage will be required.

Newchwang/Canton.—A steamer has been fixed on private terms.

Coal freights are slightly better. The following rates have been paid during the fortnight: Wakamatsu to Hongkong \$1.00, Wakamatsu to Amoy \$2.30, and Wakamatsu to Canton \$2.50.

Sail Tonnage Loading or to Load:—For Baltimore and New York:—Brit. bark *Edgely*, 2,968 tons, arrived 30th July. Brit. ship *King George*, 2,057 tons reg., arrived 1st August.

Sail Tonnage Disengaged:—None.
Departure of Sailers:—None.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

Business continues on a small scale and few changes in stocks have taken place during the week under review.

The Green Island Cement Co., Ltd., have declared an interim dividend of 35 cents per share for the six months ending 30th June, 1909, payable on the 25th inst. The transfer books of the Company will be closed from the 15th to 25th inst.

The ordinary general meeting of shareholders in the Douglas Steamship Co., Ltd., is advertised to take place on Saturday, the 25th inst., at noon. The transfer books of the Company will be closed from the 15th to the 25th inst.

The ordinary annual meeting of shareholders in the Hongkong Cotton Spinning Weaving and Dyeing Co., Ltd., will be held on Saturday, the 25th inst., at noon. The transfer books of the Company will be closed from the 15th to the 25th inst.

Banks.—Hongkong and Shanghai Banks have been an easier market, business having been done at \$995 closing with probable sellers at \$1,000. The London price is \$95. Nationals continue firm and in demand at \$93.

Marine Insurances.—Cantons continue on offer at \$135. A fair business in Unions has been put through at \$80, closing steady at the rate. In the North, Yangtze are quoted at \$335, and North Chinas at Tls. 118.

Fire Insurances.—China Fires have been dealt in at \$114, and at the close are offering at \$115. Hongkong Fires are in demand at \$350 without inducing sellers.

Shipping.—China and Manilla and Douglas are quiet at quotations. Hongkong, Canton and Macao Steamboats are unchanged and obtainable at \$312. Indo-Chinas are neglected at \$60. In Shanghai, there are sellers at Tls. 45. Shell Transports are firm and wanted at \$110.

Refineries.—China Sugars have been a strong market, and after sales at \$147 1/2, rule steady. Luxons have weakened to 52 1/2 at which rate business has been done. Penak Sugars are slightly firmer and have inquiries at Tls. 295.

Mining.—Chinese Engineerings are offering at Tls. 820. Rauba have slightly hardened and sales have been effected at \$81.

It is rumored that this Company has made a profit of \$4,000, and that it is expected that they will pay a dividend of 1s. 2d. per share.

Docks, Wharves and Godowns.—Sales have been effected of Kwong Wah at \$50 and \$61, closing steady at the latter rate. Whampoa Docks have found buyers at \$61 1/2 and more can probably be placed at the price. Shanghai Docks have weakened to Tls. 7 1/2 at which rate there are sellers. Hongkew Wharfs have been sold at Tls. 148.

Lands, Hotels & Buildings.—Hongkong Hotels are quiet at \$75 for the old and \$25 for the new shares. In their report for the half year ending 30th June, 1909, the Directors of this Company state that the Profit and Loss account from the 1st December 1908, shows a credit balance of \$70,221.29 which is recommended should be apportioned as follows:—To pay a dividend of \$1.40 per share on 12,000 old shares and 40 cents per share or 7,897 new shares absorbing in all \$31,958.80; to transfer to Repairs and Renewals account \$10,000; to write off furniture and fixtures \$5,000; to write off Electric Plant \$4,000 and to carry forward to new account the balance of \$19,772.49.

Hongkong Lands are on offer at \$105. Nampoo lands are weak and neglected at \$62.

Cotton Mills.—Hongkong Cottons have declined to \$7 at which rate they are on offer. Erros have further improved to Tls. 13 1/2, but there are sellers at the rate. In other Northern Mills, we take the following changes from latest mail advices to hand from the North:—International, Tls. 91. Lau Kung Mow Tls. 112 sellers, Soy Chees, Tls. 445 sales.

Miscellaneous.—China Light and Powers have weakened to \$64 after sales, and at the close former sellers prevail at the rate. Dairy Farms have strengthened to \$7 1/2, at which rate they are on offer. Erros are obtainable under \$18. William Fowells are procurable at \$4. The report of the directors of this company for the year ending 30th June, 1909, has just been submitted to shareholders. The Profit for the year, including the sum of \$3,95 brought forward from last account, and after allowing for bad and doubtful debts amount to \$6,378.29 which is recommended that this amount should be apportioned as follows:—

Dividend of 1s. 2d. per share on 12,000 old shares and 40 cents per share or 7,897 new shares absorbing in all \$31,958.80; to transfer to Repairs and Renewals account \$10,000; to write off furniture and fixtures \$5,000; to write off Electric Plant \$4,000 and to carry forward to new account the balance of \$19,772.49.

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by writing off fixtures and fittings \$5,590.80 and carrying forward the balance of \$7,820.03. Langkats declined to Tls. 1,025 during the early part of the week, but at the close are on offer at Tls. 1,030. Sumatra has suffered a severe decline but at the close there are buyers at Tls. 1,131.

Rubbers.—A fair business has been put through in Rubber stocks during the week and the market closes steady. Anglo-Malays are on offer at \$7.13. Dalgornies are firmer and wanted at \$54. Castelfields are quoted \$2.10/1/2 by mail from Singapore and Highlands and Lowlands at \$3.45. Linggis have been dealt in to a fair extent at \$1.50, and at the close more can be placed. We are in receipt of telegraphic information to the effect that an interim dividend of 40 per cent. has been declared.

Exchange.—The Banks selling rate on London is 1/8 1/2 1/2 on demand. The T/T rate on Shanghai is 7 1/2.

Dividends Payable.—Langkats: Third quarterly dividend of Tls. 124 for account 1909. Payable in Shanghai on the 15th inst. Hongkong Hotels: Interim of \$2.40 on old and 40 cents on new shares for account 1909 payable to-morrow. Green Island Cement: Interim of 35 cents per share for account 1909. Payable on the 25th inst.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—September Settlement 20th September. October " 20th October. November " 20th November. December " 19th December.

THE MONEY MARKET.

TENDENCY FOR UPWARD RATES CHECKED.

Messrs. Samuel Montagu and Co., in their report, dated from London, 5th ult. state:—

About \$650,000 bar gold arrived from South Africa and India, and will again be divided between the Continent and the Bank of England. The price remained at the minimum of 77 1/2 p. per oz. standard.

The Bank received the following amounts in bar gold: July 20, \$17,000; July 30, \$148,000; July 31, \$60,000; Aug. 4, \$163,000; and Aug. 4, \$12,000. Aug. 3, \$7,000 and Aug. 4, \$7,000 sovereigns from France.

The total influx for the week amounts to \$400,000.

We understand that a definite step is about to be taken to reiterate the United States silver coin which circulates in the Dominion of Canada, and to replace it with Canadian coin. In view of the Canadian output of silver this appears both expedient and patriotic.

The process is bound to be rather a slow one, but it is not without interest to the silver market, for, allowing 40 per cent. of the silver coin current in Canada to be alloyed, and the total amount required for circulation to be the same proportion as in the Latin Union, it will be necessary, on the basis of the present price, for the Canadian Government to purchase at least \$500,000 of silver to provide the fresh coins.

During the month of July the average prices work out 13 1/2 p. for cash, and 23 1/2 p. for two months: the highest quotation for cash was 23 1/2 p. and for two months 23 1/2 p.; the lowest for both positions was 13 1/2 p.

Throughout the latter portion of the month—from the 15th to the 31st—the fluctuations kept within a narrow margin of 1/8 of a penny. SLIGHT IMPROVEMENT.

The tone of the market has shown a slight improvement.

Doubtless the shipment of \$125,500 to Shanghai by the German steamer had a strengthening effect, for it relieved London of a considerable portion of the local stock. Moreover, next week's steamer to Bombay being the settlement one, there is a demand for shipment for that quarter; but, stocks in Bombay are so abundant and so easily replenished that any tendency for rates to run upward meets with speedy check. This was felt on Tuesday, when the price rose under pressure of special orders to the 23 1/2 p. but at once went weak after fixing at 23 1/2 p. and above, a certain amount of silver is likely to be sold out on China account, and it is a fair deduction from this readiness to feed the market at a rise, that the movements of the price will keep within narrow limits under the conditions that now obtain.

Telegraphic advice has been received that \$42,500 has been shipped from San Francisco to the Far East.

The quotations fixed to-day for cash and two months are 23 1/2 p. and 23 1/2 p. above those quoted on the date of our last letter.

QUOTATIONS.

Quotations for bar silver per oz. Standard.
June 30—23 1/2 p. cash; 23 1/2 p. 2 months.
July 31—23 1/2 p. " 23 1/2 p. " 2 months.
Aug. 3—23 1/2 p. " 23 1/2 p. " 2 months.
Aug. 5—23 1/2 p. " 23 1/2 p. " 2 months.
Average " 23 1/2 p. " 23 1/2 p. " 2 months.
For the 23 1/2 p. " 23 1/2 p. " 2 months.
Bank Rate " 23 1/2 p. " 23 1/2 p. " 2 months.
Bar Gold per oz. Standard " 77 1/2 p. " 77 1/2 p. " 2 months.
French Gold Coin per oz. " 76 1/2 p. " 76 1/2 p. " 2 months.
German Gold Coin per oz. " 76 1/2 p. " 76 1/2 p. " 2 months.
United States Gold Coin per oz. " 76 1/2 p. " 76 1/2 p. " 2 months.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 118 1/2
Do. demand 118 1/2
France—Bank T.T. 119 1/2
Do. demand 119 1/2
America—Bank T.T. 120 1/2
Germany—Bank T.T. 121 1/2
India T.T. 122 1/2
Do. demand 122 1/2
Shanghai—Bank T.T. 7 1/2
Singapore—Bank T.T. per H.K. \$100 7 1/2
Japan—Bank T.T. 123 1/2
Java—Bank T.T. 124 1/2

Buying.

4 months' sight L/C 101 1/2
6 months' sight L/C 101 1/2
30 days' sight San Francisco & New York 43 1/2
4 months' sight do 44 1/2
30 days' sight Sydney & Melbourne 44 1/2
4 months' sight France 23 1/2
4 months' sight Germany 23 1/2
Bar Silver 23 1/2
Bank of England rate 23 1/2
Sovereign 114 1/2

LOCAL AND GENERAL.

A RICKSHA police force is advocated for Kuala Lumpur.

GRAND Councillor Chang Chih-tung has recovered from his illness and will soon return to duty.

A SCHEME to abolish the eunuch service in the Palaces will shortly be submitted by the Peking Government.

A CROCODILE, over 12 feet long, shot in the Klang river, was found to contain several chains and dog badges.

THE American Legation in Peking gave a banquet to the Chinese Government officials and nobles on the 28th ult.

A VIEW of \$50 was imposed on a shop-keeper in the Police Court last Tuesday for using false scales.

It took 93,199 pieces of poison to get 8,696 dead rats last year. The Penang rat seems to be a wary bird.

The Ministry of Posts and Communications has selected forty-two students to be sent to America for education.

THE Malay Mail hears that the shipments of rubber for Port Swettenham last week were likely to beat the record.

A NEW rubber issue, the Java Consolidated, is foreshadowed with a big capital of £400,000, the acreage being 10,000.

It is announced that the Nanyang Exhibition will be a national exhibition and will be opened in the 4th moon next year or later.

It is stated that the Viceroy of Kwangtung has telegraphed to the Waiwup reporting that complications have arisen over some islands near S. Pratas.

THE opinion of the government of India has been invited by the Secretary of State upon the resolution passed by the recent Opium Commission at Shanghai.

A CHINA MAN was fined \$15 at the Police Court last Thursday for emigrating to Java under a false name, thereby robbing the real passenger of his passage.

THE Waiwup will ask the Throne to issue an order commanding the provincial authorities to take strict precautionary measures against the boycott of foreign goods.

THIRTEEN men were arraigned at the Magistrate last Thursday on a charge of gambling at Sham-shui-poo. Two of the defendants were fined \$25 each, while the rest had each to pay \$5.

AMONGST the passengers on board the outward French mail steamer, Oct. 11/2, due here on Monday, is Don Crisanto Lichauco, who is returning from London to Manila via Hongkong.

THE combined military and naval sweeping operations directed against the rioters in southern Korea have been begun. Patrols provided with motor-cars will shortly take part in the movement.

WE are informed by the Colonial Secretary that information has been received from H. B. M. Consul at Chelof that quarantine is continued since 5th inst. and that Newchwang has released Hongkong from quarantine restrictions.

THE President of the United States has appointed to Tokio Mr. Charles Campbell, Jr. of Charlottesville, Va., as third Secretary of Embassy in place of Mr. W. J. Wallace, who is appointed to the Secretaryship at Copenhagen, Denmark.

It is reported that on account of the authorities of the Kiaochow-Tsinao Railway refusing to accept Chinese currency for fares, demanding instead bank notes issued by the German Bank, much inconvenience has been caused to Chinese passengers.

MR. Michael Hughes, lately H. M. Consul at Newchwang, and who was called to the Bar in January this year, is returning to Shanghai, where he will take up legal practice. Mr. Hughes recently obtained the degree of LL.D. from the Royal University of Ireland.

MR. E. R. Carlos, Queen's Scholar from St. Joseph's Institution, Singapore, who is already an M.A. of Edinburgh University, has recently passed the final B.Sc. examination of that university as well as the third-year's professional examination in medicine and surgery.

OWING to the great inconvenience that would be caused by transferring high provincial officials to the capital for the opium-smoking test, Prince Kung, Chief Anti-Opium Commissioner, proposes the alternative of dispatching a high Commissioner to the province to apply the test to suspected officials.

THE Prince Regent, it is stated, has directed the Government to turn its attention to military reforms along the following lines:—1. To attach due importance to military newspapers; 2. To direct the courses of study; 3. To draw up army and navy regulations; and 4. To accord favourable treatment to soldiers.

THE local agent of the C. P. R. Co. has received a wireless message from the R.M.S. *Empress of India*, through their Yokohama office, advising that the ship may be expected at Yokohama on the morning of the 9th inst. The captain reports having experienced heavy weather in crossing, which accounts for the slightly delayed arrival.

WHAT goes to show that money for good investments is not as scarce in Bangkok as in Singapore and other places

Mails.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNKO" Capt. F. Samblit	THURSDAY, 16th Sept, 9 A.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"LUTZOW" Capt. C. Dewers	About WEDNESDAY, 22nd Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER" Capt. E. Zachariae	SATURDAY, 25th Sept, 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"COULLENZ" Capt. H. Raegenet	About SATURDAY, 16th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th September, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCEANIAN	Sellier	13th Sept., P.M.	
MARSEILLES, VIA PORTS	AUSTRALIEN	Riquier	14th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	X	27th Sept., P.M.	
MARSEILLES, VIA PORTS	POLYNESIEN	Broc	28th Sept., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia ; at Colombo for Calcutta, Bombay and Australia ; at Port Said for the Levant, Constantinople and Black Sea.

* Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 31st August, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Lights and Fans and were specially built for this trade. Excellent cuisine.

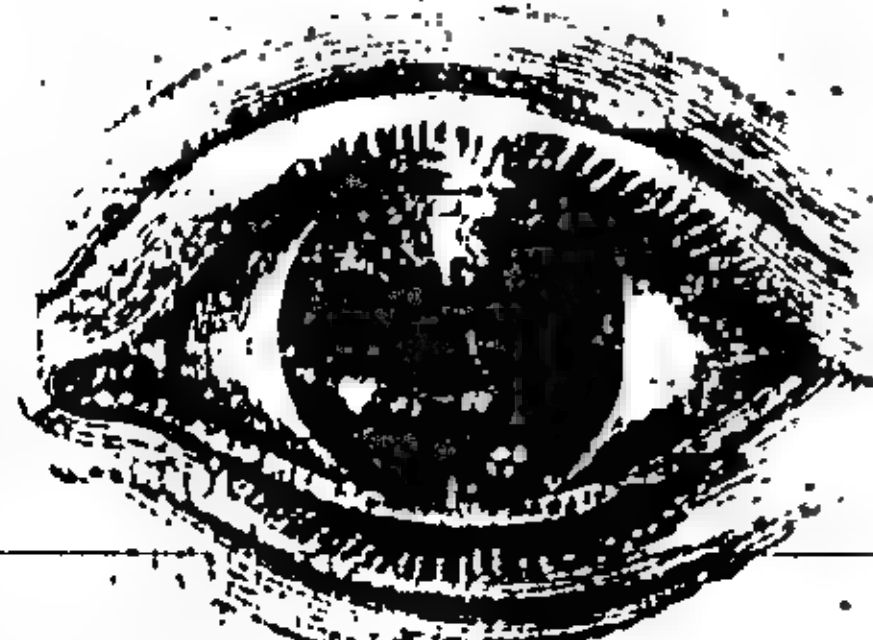
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD

WILL test your eyes free of charge, and if they are wrong will give them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

4, John Street, Bedford Row, W.C.

19, Beetham Street,

56, Nanjing Road.

Hongkong, 6th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK No. 2 DOCK. No. 3 DOCK.

Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's Surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood; Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own wharves for mooring vessels whilst under repairs.

Telephone: Nos. 878, 508, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

Yokohama, April 28th, 1909.

A. I. and Watkins.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godowns.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants' Quarters, next to the Masonic Club.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 6th August, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shawan, Toms & Co.).

Apply to—

THE COMPTON DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 11th September, 1909.

TO LET.

NO. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD A HOUSE in RYON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MOKYON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 21st June, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

AN EXPEDITION FROM SHANGHAI.

TO TIBETAN BORDER.

About the end of the present month a scientific expedition of no little importance is to leave Shanghai, and during the year it will be away to make extensive zoological investigations in the regions around the upper waters of the Yangtze, says the *Shanghai Mercury*. The expedition is under the auspices of the Duke of Bedford's East Asiatic exploration scheme, and it is of especial interest to Shanghai from the fact that one of those taking part in it has been resident in the Settlement for the last two or three years. The gentleman referred to is Mr. F. Kingdon Ward, B.A., whose resignation as Assistant Master in the Public School was announced recently, and who concludes his engagement this month. Mr. Ward has already achieved more than a local fame as a botanist. Last summer he spent sometime in Java, and readers of the *Mercury* will recall the interesting articles he then wrote, while this summer he has been botanising in Borneo, whence he returned only a few days ago. In the present expedition Mr. Ward will be accompanied by a Mr. Anderson, an American gentleman, who has done a considerable amount of work for the Zoological Society in England. It is their intention to start in Honan, and accompanied only by interpreters and servants, to work along the Peking Range, through the Province of Shensi, into Szechuan. They will then follow the upper waters of the Yangtze to the edges of the Tibetan Plateau. It is hoped to shoot and trap specimens of the animal life of the district, and arrangements to bring live specimens home will be made. While the expedition is principally zoological Mr. Ward intends, if circumstances permit, to devote some time to botany and geology. Owing to the nature of the expedition it will be possible to carry only a limited quantity of baggage, which will be transported across country on mules. A considerable amount of "roughing" will have to be borne, but in view of their previous experience there is no doubt that Mr. Ward and his companion will be able to carry the affair through with complete success, and their labours should add considerably to the store of knowledge at the disposal of the Zoological Society.

THE YUNNAN RAILWAY.

The following is given in *The Times* from a Paris correspondent:—

The construction of the railway in Yunnan, the prolongation of the Toog-King railway from Haiphong to Lao-Kai is almost completed as far as Yunnan, and only three metal bridges remain unfinished, each 164 ft. in length. The railway is in fact now open for traffic for a distance of 186 miles from Lao-Kai, leaving 90 miles still to be finished to reach Yunnan. It is hoped that the entire undertaking will be ready for use early in 1910.

An earthquake, which occurred on May 11, near the outskirts of Pao-Hi, the present rail-head, caused serious damage to a bridge in masonry and also to three tunnels, resulting in an unforeseen delay of several weeks. The construction of this railway has been extremely difficult, and at one time the success of the undertaking appeared to be doubtful.

The course of the line was surveyed in 1900 and 1901. It traversed the Nam-ti valley, passing near Meng-tz, reaching Amichu at the 19th mile and Y-Lang-Hien at the 35th mile with the terminal station at Yunnan, giving a total length of 293 miles. The scheme was adopted in 1901 and was estimated to entail an outlay of £3,800,000. The transport of the requisite materials gave rise in the first instance to serious trouble.

The construction of the railway was definitely approved early in 1904, when the works were put in hand. At the date the railway from Haiphong to Lao-Kai was still unfinished, and was not expected to be ready until 1906. This involved a great increase in cost, as the material had to be transported by wagons, barges, and mules. Another difficulty was caused by the scarcity of labour in the country traversed, for, contrary to expectations, it was found to be very sparsely inhabited, and workmen had to be brought from places as far distant as Canton and Tientsin. During the month of October, 1906, and throughout the year 1907, when the work was expedited to the utmost, there were not less than 60,000 people employed, 40,000 of whom were actually engaged on the construction. The capital originally estimated to be required was found to be wholly inadequate, and the cost has reached £6,600,000. In consequence of an arrangement made with the French Government and the colony of Indo-China, the requisite funds have been raised, and in spite of serious financial embarrassments, no delay has been caused to the work.

The line is of metre gauge throughout; the maximum gradients between Chen-Kiang and Yunnan are 2.5 per cent, and between Amichu and Chen-Kiang they amount to 2.5 per cent. The minimum radius of curves is 5 chains. There are 147 tunnels, with a total length of nearly 94 miles. The altitude above datum at the starting point at Lao-Kai is 295 ft., while at the 93rd mile it reaches a height of 5,576 ft. From this point the line descends in the direction of Amichu, situated at an altitude of 3,486 ft.; it attains at Chen-Kiang an elevation of 5,362 ft., and at Chouci Tzu a height of 6,624 ft. At the terminus, at Yunnan, the altitude is 6,186 ft. above datum. The rolling stock now actually in use consists of 51 locomotives, 106 coaches, and 530 trucks and vans.

The railway already obtains an important amount of traffic proceeding in the direction of China. The passenger traffic in 1908 included 61,821 Europeans and 1,478,277 natives, while the receipts for that year reached approximately £150,000.

Public Companies.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Office, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 9th September, 1909. [647]

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Thirty-five cents per Share for the Six Months ending 30th June, 1909, will be payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th instant to the 25th September, 1909, both days inclusive.

SHAWAN, TUMES & CO.,

General Managers.

Hongkong, 6th September, 1909. [640]

Auction.

PUBLIC AUCTION.

THE undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on WEDNESDAY, the 15th September, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

HIGH CLASS GOODS.

Consisting—
HUCKABACK TOWELS, TURKISH TOWELS, BATH TOWELS, GLASS, KITCHEN and PANTRY CLOTHS, HAND-EMBROIDERED BEDSPREADS, TOP SHEETS, PILLOW CASES, IRISH LINEN DOUBLE DAMASK TABLE CLOTHS with SERVIETTES, HEMSTITCHED SHEETS, WHITE and CREAM ACE CURTAINS 3 yds, 3 1/2 yds, and 4 yds, long, MARCELLA TOILET QUILTS, CARPETS and AXMINSTER RUGS, WHITE LAWN UNDER-SKIRTS, SKIRTS, DRESS LENGTHS, FLANNELS, HANDKERCHIEFS.

An assortment of WITNEY BLANKETS and GENT'S SUIT LENGTHS.
(The above are all New Goods).

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th September, 1909. [649]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of September, at 9.30 A.M.

All Claims must reach us before the 15th of September, 1909, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO.
Ex S.S. "Barbarigo" from Catania via Port Said.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 8th September, 1909. [64]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, STRAITS AND COLOMBO.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 8th September, 1909. [64]

YUEN HING,

NO. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL
DEALERS

in all kinds of hand-made
DRAWN and EMBROIDERED CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c., &c.

all of the best quality.
Hongkong, 9th August, 1909. [64]

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vœux Road, Central,

Hongkong.

Intimations.

Powell's

ARE NOW

SHOWING

UNIQUE
COLLECTION

OF

THE LATEST

AND MOST

ARTISTIC

CRETONNES

PRODUCED

THIS YEAR

SUITABLE FOR

CURTAINS,

LOOSE

COVERS,

BED

AND

WINDOW

DRAPERIES,

CUSHIONS,

AND A HOST OF

OTHER PURPOSES

POWELL'S

SHOW ROOMS.

FIRST FLOOR

ALEXANDRA

BUILDINGS.

Hongkong, 7th September, 1909.

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of
Trade Mark.NOTICE is hereby given that BATAAFSCHE
PETROLEUM MAATSCHAPPIJ, of Lange,
Vijver, No. 2, The Hague, Holland; Manu-
facturers, has on the 7th day of October, 1908,
applied for the registration in Hongkong, in
the Register of Trade Marks, of the following
Trade Marks:—in the name of BATAAFSCHE PETROLEUM
MAATSCHAPPIJ, who claim to be the sole prop-
rietors thereof.No. 3 is printed in red on a white back-
ground.No. 7 is printed in green on a white back-
ground.No. 5 is printed in red on a white back-
ground.No. 6 is printed in black on a white back-
ground.The Trade Marks have been used by the
Applicants in respect of the following goods,
in Class 47:—Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9, in respect
of Candles.

No. 10, in respect of Vaseline.

No. 11, in respect of Petroleum, Kerosene,
Benzine, Naphtha, Gasoline, Paraffin,
Vaseline, and all other products
derived from Petroleum.No. 12, in respect of Petroleum and products
of Petroleum, such as Kerosene, Benzine,
Gasoline, Spirit, Ceresine, Pet-
roleum Jelly, Soap, Candles, Vaseline,
Naphtha, Wax and other products derived
from Petroleum, also all other descriptions
of illuminating heating or lubricating oils.

Dated the 8th day of July, 1909.

MATTHEW J. D. STEPHENS,
Solicitor for the Applicants.

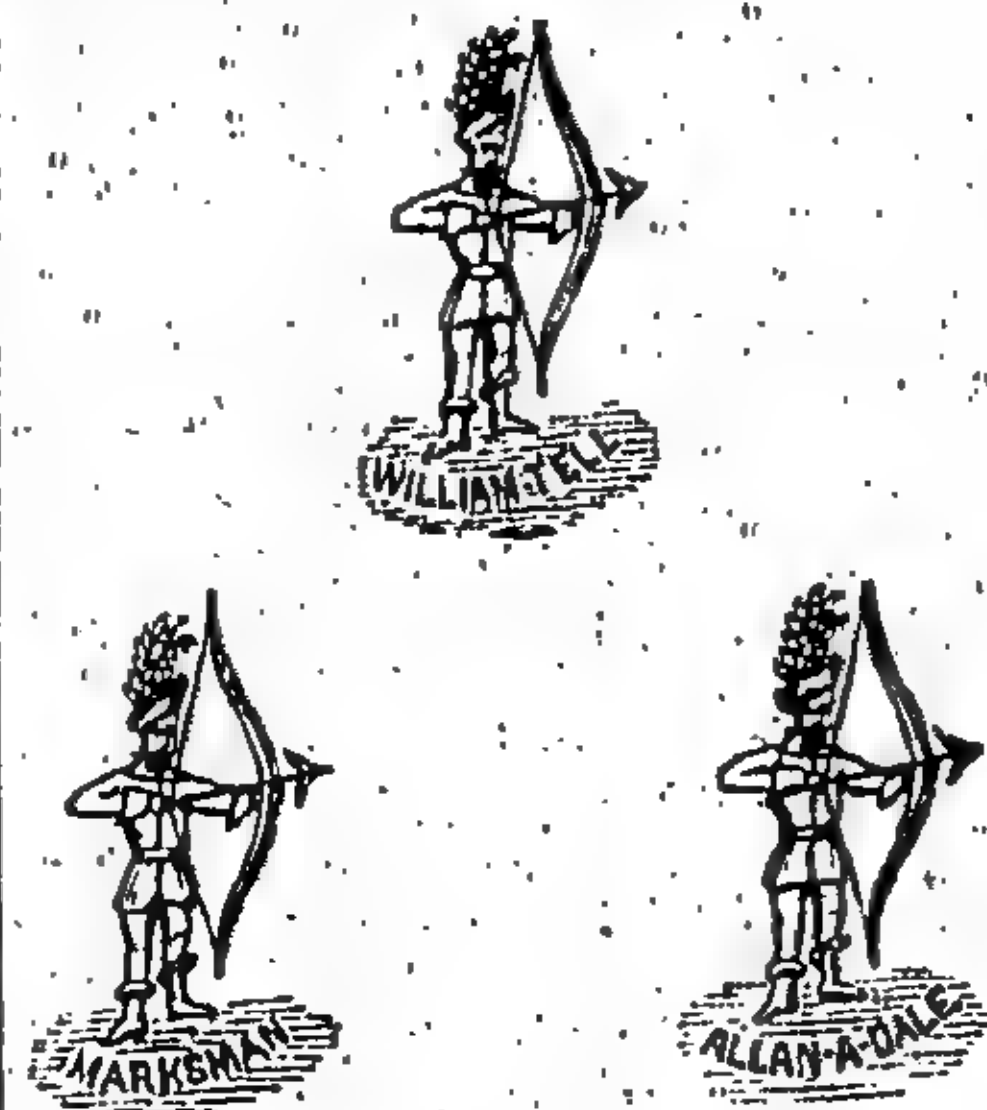
[528]

NOTICE.

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin.Those who intend learning the Chinese
language are requested to write care of
"Hongkong Telegraph" office or direct to 37,
Hollywood Road, and floor.

Hongkong, 6th September, 1909.

Intimations.

THE TRADE MARKS ORDINANCE,
1898.Application for Registration of
Trade Mark.NOTICE is hereby given that THE BOW-
FIELD STEEL COMPANY, LIMITED, of
Bowsfield Steel Works, Stockton-on-Tees,
in the County of Durham, and 110 Cannon
Street, London, England; Manufacturers, has
on the 24th day of June, 1909, applied for the
registration in Hongkong, in the Register of
Trade Marks, of the following Trade Marks:—in the name of THE BOWSFIELD STEEL
COMPANY, LIMITED, who claim to be the
sole proprietors thereof.The Trade Marks have been used by the
Applicants in respect of the following goods
since 1904, 1905 and 1906 respectively:—Black and galvanized steel sheets, in
Class 5.Facsimiles of the Trade Marks can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 9th day of July, 1909.

MATTHEW J. D. STEPHENS,
Solicitor for the Applicants.

[526]

THE TRADE MARKS ORDINANCE, 1898

Application for Registration of
Trade Mark.NOTICE is hereby given that KONINK-
LIJKE NEDERLANDSCHE MAATSCHAP-
PIJ TOT EXPLOITATIE VAN PETROLEUM
BRONNEN IN NEDERLANDSCH INDIE, of The
Hague, Holland; Manufacturers, has on the
20th day of December, 1908, applied for the
registration in Hongkong, in the Register of
Trade Marks, of the following Trade Marks:—

The word:—AUTOLINE.

The word:—BORNEOLINE.

The word:—SUMATRINE.

in the name of KONINKLIJKE NEDERLAND-
SCHE MAATSCHAPPIJ TOT EXPLOITATIE VAN
PETROLEUM BRONNEN IN NEDERLANDSCH
INDIE, who claim to be the sole proprietors
thereof.The Trade Marks have been used by the Ap-
plicants in respect of the following goods:—Petroleum and products of petroleum,
such as Kerosene, Benzine, Gasoline,
Petroleum Spirit, Petroleum Jelly,
Soap, Candles, Vaseline, Naphtha,
and other products derived from Petrol-
eum, also all other descriptions of
illuminating, heating, or lubricating
oils, in Class 47.Facsimiles of the Trade Marks can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 9th day of July, 1909.

KON. NED. MAATSCHAPPIJ TOT
EXPLOITATIE VAN PETROLEUM
BRONNEN IN NED. INDIE,
A. J. COHEN STUART,
Directeur.

[527]

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

QUINQUINA? ALSO

QUINQUINA? DUBONNET?

FRENCH STORE,

Sole Agent.

[529] 30th April, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order to any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Firms and other

leading mercantile firms in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG (formerly the Associate

to our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co.

25th May, 1909.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

[529] 30th April, 1909.

MANILA PILOTS' ASSOCIATION.

REGULATIONS AS TO PAYMENT OF FEES.

Pilots fees in the Manila district are now
to be paid directly to the Pilots' Association
during the month in which the pilots' services
were rendered, this being a change from the
former method by which the fees were paid to
the cashier at the Manila custom house and by
him turned over to the chief pilot. The follow-
ing regulations governing the payment of fees
have been made public by the Acting Insular
Collector:—"All fees herein prescribed for the Manila
pilots district shall be collected by, and paid
to the Manila Pilots' Association, not later than
the last day of the month during which the
pilots' services are rendered. No clearance
shall be granted to any vessel on account of
which said fees are payable, unless payment has
been made or guaranteed in a manner satis-
factory to the Insular Collector of Customs."Upon presentation of properly certified
vouchers, covering the expenses of the Associa-
tion, payment shall be made for same from
cash on hand and the net receipts shall be
equally divided among, and paid to, the mem-
bers of the Association by the chief pilot."At the close of each month, the Pilots' As-
sociation shall render to the Collector of Cu-
stoms a statement of monies received during
the month on its account and the amounts
paid from such receipts, covering current
expenses and dividends paid to each pilot.""At 1000 the fees fixed by the collector for
incoming vessels through the straits range
from P7.50 for vessels under 50 tons to P165
for those over 8,000 tons. The fees for out-
ward bound vessels are the same as for in-
coming. In case a vessel changes berth in the
harbour with the assistance of a pilot, the fees
shall be one-fourth of those prescribed above.For vessels in the river at Iloilo, pilotage is
compulsory for those over 100 tons, and the
fees for inward bound ones range from P2.00
for sailing craft under 55 tons, to P6.50 for
those of 4,000 tons. The outward fees are the
same.Pilotage for vessels shifting in the Iloilo
river, except when down without letting go all
moorings, shall be compulsory for vessels of
100 tons gross or more, and the pilotage fee
shall be fifty per cent. of the regular river pilot-
age fees, as prescribed, except those coastwise
vessels when in command of officers duly
licensed under Paragraph XV. of Customs
Marine Circular No. 17, in which case they
shall pay twenty-five per cent. of the regular
shifting fee.

PACIFIC TRADE COMPETITION.

LOW TARIFF IN EFFECT.

The Seattle Post of 8th August says:—Active
participation of the Chicago, Milwaukee &
Puget Sound railroad in Oriental traffic in con-
nection with the Osaka Shosen Kaisha, has
removed all doubt as to what will be the new
company's attitude in reference to through
rates. Contrary to the policy of the Northern
Pacific and Great Northern, the Milwaukee
has entered into open and active competition
with the Canadian Pacific in bidding for through
freight to the Orient, and for cargo originating
in the Far East.Not only has the advent of the new com-
pany signalled by strong competition with the
Canadian rival, but the Milwaukee has cut
rates, which reductions have readily been met
by the Canadian Pacific. All question as to
the Milwaukee's policy has been removed and
shippers are now watching an interesting
situation.When its tariff was published, the Milwaukee
announced a through rate of \$1 per 100
pounds on machinery from Chicago to the
Orient. The Canadian Pacific's rate on this
commodity was \$1.40. The cut was met at
once.

LOW RATES ANNOUNCED.

The Milwaukee also published a flat rate of
\$1.50 per 100 pounds on the entire classifi-
cation of merchandise, which includes practi-
cally all west bound cargo with the exception
of silverware, plated ware, ginseng, automo-
biles, bicycles and jewelry. This was a heavy
reduction from the rate existing before the Mil-
waukee entered the field and it was promptly
met by the Canadian Pacific.Under conditions now existing, the Milwaukee
has inaugurated a tariff that establishes a lower
average of rates to the Orient than was in exist-
ence before the ruling of the interstate com-
merce commission practically drove the North-
ern Pacific and Great Northern out of the
Oriental business.This regulation, which became effective last
November, requires trans-continental railroads
to publish their proportion of the through rate
to the Orient received by them. The roads
contended that it would eliminate them from
participation in Oriental trade because the pro-
portion of through rates was so much less than
local freights. Consequently since this law
became effective these two roads have practi-
cally ceased to solicit business for the Orient.Being unaffected by this regulation, except
in so far as its line traversed United States
territory, the Canadian Pacific had an advan-
tage in Oriental traffic, which it has since used
to its benefit. Since last November the Cana-
dian line has handled the greatest portion of
the overland cargo to and from the Orient,
while the American lines have practically con-
fined themselves to local business, having ap-
plied to Asiatic traffic domestic rates to and
from ports of exit and entry, which eliminated
them from the Far Eastern trade.It is evident that the Chicago, Milwaukee
and Puget Sound road does not interpret the
interstate commerce commission's ruling to
mean that railroads must not quote lower rates
for exports and imports than for domestic
cargo. The members of the trans-continental
freight bureau, of which the Great Northern
and Northern Pacific are members, have taken
the opposite view, and the export rates are used
as a basis for domestic freight. The law re-
quires publication of the railroad's proportionof export rates, and it has been a much discus-
sed question whether it prohibits a lesser rate
for freight consigned to offshore ports than to
domestic points.In the meantime transportation men regard
the situation as one of extreme interest, and
the action of the older transcontinental lines
will be closely watched. Under present con-
ditions it is believed that the Milwaukee will
give its Canadian rival active competition. If
the Milwaukee's policy proves successful, it is
presumed that the other American lines will
follow suit or else allow the Milwaukee to
divert from them a heavy traffic in which they
have participated for years.The matter is of peculiar interest at the pre-
sent moment, as the Tacoma Maru, first of the
Osaka Shosen Kaisha's fleet to come to this
side, is loading the first cargo being shipped to
this Orient by the Chicago, Milwaukee & Puget
Sound.

For Sale.

FOR SALE

AT

GRACA & CO.

27, Des Voux Road.

VIEW Post Cards and Asiatic Postage

Novels, Books for parlour and household

use.

"The Doctor at Home"—1909 edition.

Prayer Books, Religious Pictures, Pendants,

Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

Toy Books for Children.

Manila Cigars and Cigarettes.

Stamps in sets, Packets, Bags and Single.

Large Assortment of Albums for Stamps and

Post Cards.

Postage Stamps Catalogues by Lincoln's

Sears, Stanley Gibbons, Scott and Tallents.

Stock Books, Duplicate Pocket Books,

Transparent Envelopes.

Moveable Leaf Albums, Tweezers, Magnify-

ing Glasses, Perforation Gauges,

Water Mark Detectors.

Massey's Commercial Map and Directory.

Inspection invited.

Hongkong, 6th September, 1909.

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OSMAN &

CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application,

Coast Port Orders carefully

executed.

Hongkong, 6th September, 1909.

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THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGON (TASTELESS) FORM.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER

NEED NOW DESPAIR,

but without running a doctor's bill or falling into

the clutches of quackery, may safely, speedily

and economically cure himself without the know-

ledge of a second party. By the introduction of

THE NEW FRENCH REMEDY

THERAPION

a complete revolution has been wrought in this

department of medical science, whilst thousands

have been restored to health and happiness who

for years previously had been merely dragging

out a miserable existence.

THERAPION No. 1—The Sovereign

Remedy for all diseases, suppurating trich-

tina, the use of which does irreparable harm by

laying the foundation of stricture and other

serious diseases.

THERAPION No. 2—The Sovereign

Remedy for primary and secondary skin

eruptions, eruptions, ulcers and swelling of the

joints, and all those complaints which mercury

and arsenic are so popularly but erroneously

supposed to cure. By its preparation purifies the

blood system, restores the blood and thoroughly

eliminates all venous matter from the body.

THERAPION No. 3—The Sovereign

Remedy for debility, nervousness, impaired

vitality, sleeplessness, digestive and urinary in-

digestion, pains in the back and head, and all

disorders resulting from disordered early ex-

ercise, which the faculty so persistently ignore,

because so impotent to cure or even relieve.

THERAPION

Chemists or from The Le Clay Medicine Co.,

Liverpool Road, Liverpool, London. Price

in England 2s. In order, state which of

the three numbers required, and use that word

"THERAPION" appear on British Government

Stamp affixed to every genuine package.

Sold by all Chemists.

AN APPEAL.

THE SUPERIORESS of the ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state

that she will be pleased to receive orders for

all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chil-

dren's Dresses, and all kinds of Embroidery,

Materials can be supplied, if required.

The Superiores will also be most grateful

for any PATCH, or old RAYSTOPS to be made

into Books for the Children of the Poor School,

who are taught by the Sisters.

Have been used April, 1909.

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Intimations.

THE BRIGHT SIDE

of life. It is a feeling common to the majority
of us that we do not get quite the amount of
happiness we are entitled to. Among the coun-
less things which tend to make us more or less
miserable ill health takes first place. Hannah
More said that sin was generally to be attrib-
uted to biliousness. No doubt a crippled
liver with the resulting impure blood, is the
cause of more mental gloom than any other
single thing. And who can reckon up the
fearful aggregate of pain, loss and fear
raising from the many ailments and diseases
which are familiar to mankind; like a vast
cloud it hangs over a multitude no one
can number. You can see these people every-
where. For them life can scarcely be said to
have any "bright side" at all. Hence the
eagerness with which they search for relief and
cure. Remedies like.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAMPAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's
FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED,
HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

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NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$36 per annum.
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The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On the 11th September, 1909, at No. 4 Elliot Crescent, Robinson Road, the wife of Geo. P. Lammert, of a daughter.

On August 16, 1909, at Aberdeen, to Mr. and Mrs. T. D. Begg, a daughter.

On August 24, 1909, at Peking, to Mr. and Mrs. W. Thacher, a daughter.

On September 3, 1909, at Shanghai, to Mr. and Mrs. John Johnston, a son.

On September 4, 1909, at Shanghai, the wife of W. J. E. Forsyth, of a son.

On September 5, 1909, at Shanghai, the wife of George Cormack, of a son.

On September 7, 1909, at Shanghai, to Mr. and Mrs. James William Bannery, of Chin-king, a daughter.

On September 7, 1909, at Shanghai, to Mr. and Mrs. W. S. Ross, a son.

DEATHS.

On September 6, 1909, at Shanghai, George Hirt, of F. W. Rosenbloom's, aged 12 years.

On September 7, 1909, at Shanghai, Lorette Elaine Loureiro, the beloved wife of J. E. Loureiro, aged 40 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 11, 1909.

CHINA'S NAVAL SCHEME.

It is now nearly two months since by Imperial Edict China sought to place her military and naval affairs on a new basis, harmonizing with constitutional precedents. The Emperor was declared to be Commander-in-Chief, and during this period of minority the Prince Regent is to exercise this supreme authority. It was further announced that a new department was to be formed, in addition to the Ministry of War, and to this department were appointed Prince Tsai Tao, a son of the late Prince Ting. This new department was to be a consultative body—staff officers to the Commander-in-Chief—in distinction from the Ministry of War, which would be an executive department of the Government. Beyond all this, naval affairs were to be withdrawn from the Ministry of War, to which they had, heretofore, been subsidiary, and were to be concentrated in a new bureau, to be called a Naval Bureau, but not yet designated with the name of Ministry. At the head of this Naval Bureau, still another younger brother of the Prince Regent, but older than Prince Tsai Tao, was appointed, Tsai Hsueh by name, and with him was associated Admiral Sah. It is these last two who have this week visited Shanghai, and have proceeded to inspect the Chekiang coast with reference to establishing a naval station.

What is the precise reform to be carried out is not altogether clear. It is understood that Admiral Sah, with his greater practical experience, places emphasis on the thorough training of naval cadets, of whom the advanced ones would have their education completed in foreign countries. With this training, suitable localities should be selected and set apart for the work of naval stations. The young Prince with his coterie of friends has been more keen on the purchase of ships or on making ships in China's own dockyards. Rumour has it that the agents of foreign firms, who have been waiting in Peking for contracts, have already left with nothing gained. Doubtless the dockyards at Kiangnan Arsenal and at Foochow will be able to do all that China requires for the present. As to actual expenditure—which is as important a topic as that of a navy—the sum of twenty-six million taels has been asked for, of which two millions a year for four years will be needed for maintenance, sixteen million five hundred thousand for construction of men-of-war, likewise extending over four years, and one million five hundred thousand for a naval station. For the present the maintenance of the navy—in common with its control, has rested with the Ministry of War. To give the Imperial Government credit for new measures, like those of strengthening the army and navy, it is no doubt wise to announce early in the constitutional programme that the Emperor, after the manner of rulers in other countries, is to become Commander-in-Chief of army and navy. This is a reasonable and legitimate part of centralization. It forestalls the aims of provincials to centralize military affairs in their own hands; and the recognition thus given to the army and navy exalts their status in a way that is most desirable. Military officers are no longer to be relegated to a position inferior to civil officers. The appointment of Imperial Princes, two of them brothers of the Prince Regent, to be the head of military and naval affairs, likewise gives honour to the departments that have been newly formed. No Manchurian noble is too exalted a personage to be ranked a military or naval officer. By this active participation of the Imperial family Admiral Sah is enabled to gain a hearing for his proposals of naval reform. An appeal is made to the martial spirit of the nation—aspirits which undoubtedly exist, as witnessed to by the Boxer uprising of a few years ago.

But when all has been said that can be said of the new measure, there are factors in the situation of serious import; and these it is necessary to point out if only as a friendly warning to China. The establishment of new departments illustrates the tendency of late years in efforts after reform, namely, more yamens and more office-holders, with increased expenditure. Cliques have been at work at the Capital. To minimize the power of T'ieh Liang, the President of the Ministry of War, these new departments have been formed, taking to themselves certain powers that had previously rested with the one Ministry of War. The younger brothers of the Prince Regent were left to lead on dry grass while the late Empress Dowager was in power; now they are in clover. What their motive was may be surmised. There are plenty of young men who applaud the new move to encourage the young Prince to do things on a large scale and to show China's greatness. New offices are made, and persons to fill them are in abundance. When few of these officials know anything of military or naval matters, their utility is obviously much to be doubted. But even this drawback of less moment, considering that the fleet exists as yet only in imagination, than the fact that more money must be provided by the Ministry of Finance, just at the time of increased deficiency. If the money when raised (for it is absurd to suppose that China cannot obtain funds if her heart is really set on a navy) were to go to military and naval experts and the men they train the matter might be viewed with complacency. For China not to have a navy might seem a disgrace. But any navy inferior to the navy of any other country may mean a future opportunity to make a face present to a country entering on war with China. The disposition of the Chinese is such that they easily become elated over their greatness and insulted over outside aggressions. In this manner war might take place without over-much provocation, ending in defeat, further indemnity and loss of the new, boasted navy. The Director of Studies in the Imperial University, according to report, has offered sound advice to the Prince Regent in counselling other reforms rather than a navy. But we fear that too much enthusiasm has been aroused to allow a halt at the present moment.—N. C. D. News.

A CHINESE report says that recently the Shanghai Taotai asked permission of Viceroy Chang Jên-chün in Nanking to construct waterworks in Chapei; and that the Viceroy fully approved of the suggestion, as he considers that the waterworks would greatly improve the sanitary conditions of Chapei, against which foreigners have repeatedly raised objections, and on which they have based their application for an extension of the settlements. The Viceroy has ordered the Shanghai Taotai and Taotai Wong, Director of the Chapei Police, to go into the project and to make a report.

LOCAL AND GENERAL.

THE German mail of the 11th August was delivered in London on the 10th inst.

SHARES in the Bank of Korea have been over-subscribed two hundred and ninety-five times.

CHOLERA is raging furiously at Newchwang and Antungshien, especially at the latter port.

THE Waiwpu has requested the Diplomatic Corps in Peking to invite their nationals to the Nanyang Industrial Exhibition.

THE fee of one dollar payable to the Head of the Sania Y Department for a certificate of death has been reduced, in the case of soldiers, to one cent in each case.

THE Ministry of Finance has reported to the Throne that poppy plantation has been eradicated in the five provinces of Honan, Shantung, Shensi, Kiangsu and Anhui.

THE Ministry of Finance has informed the provincial governments that in arranging loans with the Ta Ching bank they should deal direct, not through the Ministry.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 10 of 1909, entitled an Ordinance to amend the Code of Civil Procedure.

THE Anti-Opium Commissioners will shortly ask for an Edict to be issued prohibiting the growth of poppy, and that a proper report of the remaining stock of opium in China should be made to the Government for its control.

A LIST is published in the *Goette* of the medicines manufactured in and imported from Europe, America or any British Colony which are exempted from the provisions of the Prepared Opium Ordinance, 1891-1909.

THE Chinese Engineering and Mining Co., Ltd., advises that the total output of the Company's three mines for the week ending August 28 amounted to 29,234.87 tons and the sales during the period to 20,769.12 tons.

HIS Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—An Ordinance to amend the Magistrates and Criminal Law Amendment Ordinance, 1909.

HERR Heinrich Köhler, the celebrated pianist, has arrived in Hongkong from the North on his way back to Europe via Java and India. Professor Köhler contemplates during next week giving piano recitals at Canton, Swatow and Amoy and probably also in Hongkong if time permits.

A CHINESE dispatch says that the Government contemplates appointing a high official for the purpose of visiting the South Pacific Islands and inducing the Chinese residents there to organize a Volunteer fleet of steamers. It is intended that it should be a mercantile fleet in time of peace but that it should be convertible into a unit for service in the Navy.

THE history of Cricket will be pleasantly given in a book containing a complete record of all the matches played between Shanghai, Hongkong and Singapore. It will be published early in October next. A short description of each game, full scores and batting and bowling averages will be given. As only a limited number of copies is being printed early application should be made to the author, Mr. J. W. Bains, *Shanghai Times*.

WITH much promptitude, Mr. Yee Cheung, the well-known photographer of Ice House Road, has brought out an excellent group photograph of the luncheon party at Government House yesterday, including Prince Shao Pui-lap, Admiral Sah and Viceroy Yuan Shu-hsun of Canton. As usual with Mr. Yee Cheung's pictures, the one before us is admirable for distinctness and shading. It is a valuable memento of the Naval Commissioners' visit to Hongkong.

THE NAVAL COMMISSIONERS.

HEARTY RECEPTION AT CANTON.

[From Our Own Correspondent.]

Canton, 10th September.

The two Naval Commissioners, Prince Shao Pui-lap and Admiral Sah Chen-ping, since their arrival here yesterday afternoon until their departure at a late hour last night, spent only a few hours in this city, during which they were busily engaged in receiving visitors, attending dinners, etc. After being entertained at Admiral Li Chun's official residence, the Commissioners, accompanied by H. E. Viceroy Yuan Shu Hsun, the Three Tartar Generals and other officials proceeded to the Man Lao Shu Yuen, where they were entertained at a tea-party given by the local gentry. Thousands of people gathered in the streets, through which the Prince had to pass, with a view to catch a glimpse of the distinguished visitor. The congestion of traffic was so great, that the Police authorities had to drive the crowds away, and consequently the streets were empty when the Prince passed on his way to the reception hall. The people, who were anxious to do honour to the Commissioners, expressed disappointment with the action of the police. The Prince was received by Mr. Tang Wah Hi at the Man Lao Shu Yuen, and an address of welcome was read by Mr. Ho Tai Fung. The building was tastefully decorated with foliage and silk-embroidered hangings for the occasion. At the conclusion of the tea-party the Commissioners once more proceeded to the Canton Chamber of Commerce, where they were received by H. E. Cheung Pat See. The Prince greatly admired the address presented to him, and the decoration of the building. A group photograph was then taken. It was nearly 10 o'clock when the tea-party was over, when the Commissioners proceeded into the city and after a short stay they boarded the cruiser *Kiangsu* and left for Hongkong, accompanied by H. E. Viceroy Yuan Shu Hsun, Admiral Li Chun, Commander-in-Chief Chui, the Tartar Generals and several other officials.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

ANNUAL MEETING.

The eighth ordinary annual meeting of shareholders in the China Light and Power Co., Ltd., was held at the Company's Office, St. George's Building, at noon to-day, for the purpose of receiving statements of accounts and the report of the general managers for the 11 months ending 31st July, 1909, and electing a consulting committee and auditors. Mr. Robt. Shaw was the chair. There were also present:—Hop. Sir Paul Chater, Mr. H. P. White (consulting committee), Messrs. T. F. Hoogh, J. H. Young, A. G. Gordon, E. Owen, E. W. Terry, A. A. Cordeiro, Chan Chan Nam and S. A. Ricketts (secretary).

The Secretary read the notice convening the meeting. The Chairman said:—Gentlemen,—We now come before you with a statement of accounts made up to the 31st July last, which we trust you find satisfactory. The balance at credit of Profit and Loss account is \$46,483.42, and of this, we propose, with your approval, to allocate \$400,000.00 to Reserve Fund, and carry forward the balance \$6,483.42. The accounts are made up to the date named, as on that day the last instalment of the purchase money of the Canton Franchise and Property was received by us. Into our reason for parting with the Canton factory, I need not go very deeply. When we said in the Report that it was obvious we were losing ground at Canton, we thought it would be obvious to everyone. It is surely obvious that if we made \$52,561.27 in the six months ending 31st August, 1908, we had lost ground when we only made \$38,650.00 in the next eleven months. That is to say, our monthly earnings had fallen from \$8,760 to \$3,600; if that is not losing ground, then I don't know the meaning of plain English. We found we could not contend against the strong desire of the Chinese to get back the concession for lighting the city—a very natural and proper desire, on their part, we admit—so we had to make a virtue of necessity and drive the best bargain we could. The negotiations were spread over a very long period for I mentioned the matter at our meeting last October, and although we strove hard for better terms, we had finally to close the sale for \$1,330,000.00. Out of this we had, of course, to pay off the Debeture Debt of \$450,000, with the premium of \$50,000 additional at once, and after further deductions for payment of loans and sundry creditors, etc., there remained on 31st July in cash, in the Bank, \$587,407.85. As, of course, we have now no use for such a large sum of money, we propose to repay \$500,000 to shareholders as a return of Capital, say \$5 per share on 100,000 shares. I find there is some confusion in shareholders' minds as to how we can pay \$500,000 out of \$46,000 profit, but that, of course, is not so, as we propose to repay Capital and not Profit. But perhaps it will be clearer if you look at this way. We made \$47,207, balance of proceeds, as we say, and besides that profit of \$46,000, there is the book value received for the property at Canton say about \$300,000, and if you add those two together and deduct the overdraft as well as the five lacs paid to Debeture holders, you will find that there are about six lacs odd left over as cash in hand. Any difference is accounted for by sundry payments and receipts on working account. It is clear therefore that we are quite able to return you \$500,000 and still have when all is said and done, well over one lac at least for the development of the Kowloon factory. Then comes the question of how this money is to be returned. I regret to say that is not so simple as it looks, for it raises some knotty legal points. The difficulty is, of course, with the special one dollar shares. We cannot "return" a shareholder five dollars when he has only lent us one. We might buy up his rights with his shares you will say, but a company may not buy its own shares. It has been suggested that we might reduce the \$10 to the level of the \$1 share, or raise the \$1 to the level of the \$10 or return capital to the \$10 shareholder, and give a bonus out of profits to the \$1 man, but we are assured that every way bristles with difficulties, and that it will not be easy to formulate such a petition to the Court as the Court will have power to grant. The matter has been thoroughly threshed out by our solicitors with Counsel, and by their advice, it has been referred home for the opinion of Mr. Palmer, the great authority on Company Law. In the meantime I can only assure holders that it is our firm intention to treat both classes of shares alike and if there were no other way out of the difficulty, we would wind up and reconstruct, but I do not believe it will be necessary to take such a troublesome and expensive course as that. Under present circumstances it will be, I suppose, at least three months before the consent of the Court can be obtained, so we have placed the five lacs on fixed deposit in the Hongkong Bank for that period. I now come to Kowloon. At present the factory there is doing little more than cover its expenses, but we feel that Kowloon has a future before it, and that it would be folly to abandon the place and throw away all the benefit of our past work there. With the advent of the Railway, will come more work for us over there, but we must be better fitted to cope with it than at present. Our present engines are steam engines of an obsolete type, and very wasteful and costly to run. We must have modern engines of the latest and most effective and economical description, and we must also make provision for having to lay all our lines underground. This will, no doubt, use up all our surplus cash, but in return you will have a thoroughly up-to-date factory with power more than enough for all our probable requirements for some time to come. This question of alterations and additions to Kowloon is now being gone into very closely by our engineering charge, Mr. Hales, for we shall have only a limited amount to spend and must make it go as far as possible. With modern economical engines we shall of

course, reduce our working cost and increase our margin of profit, but you must not expect dividends right off, as that is a matter of time, and we shall be building and planning for the future. So far from speaking of dividends, I cannot even tell you yet what the capital of company is to be. The company received only \$550,000 capital, and now propose to pay you back \$500,000, so that all it will owe you will be fifty cents a share, or \$50,000 which should be our raw capital. But if we return \$500,000 to each class of shares, the original shareholders' capital will be \$50,000 while the special shares will remain at \$50,000, making the new capital \$300,000 nominally, but in effect \$500,000 as we must pay the same amount of profits to the \$50,000, as we do to the \$50,000; in other words the \$1 share will rank as \$5 for dividends. It is an awkward position and I shall be glad if Mr. Palmer can evolve some means by which the new capital can be stated at its real figure which is \$50,000. We must not, however, grumble at the special shareholders, for they came forward at a critical period, when, had it not been for their assistance and the money they advanced, the Company would have had to stop and wind up, for want of funds. So if we have any money to divide to-day, we have to thank them for it. (Applause).

The Chairman proposed that the report and accounts as presented be adopted and passed.

Sir Paul Chater seconded.

Carried unanimously.

Mr. Owen proposed, and Mr. Gordon seconded, the re-election of Sir Paul Chater, C.M.G., Dr. J. W. Noble, and Mr. H. P. White on the Consulting Committee.

Agreed.

On the motion of Mr. Hoogh, seconded by Mr. Young, Messrs. W. H. Potts and A. O'D. Gourdian were re-appointed auditors for the ensuing year.

The Chairman:—Gentlemen,—The meeting is over and I thank you for your attendance; but I will take this opportunity to make one remark. We are always glad if shareholders will come to us or write to us for any explanation they want and we shall be pleased at all times to give them all we can, but information that may be detrimental or injurious to the Company we cannot disclose for these are our duty to the Company comes in. We must protect the Company's interests even against the shareholders themselves if necessary, for shareholders are not always the best friends to their own Company. On the other hand I will say just as frankly that we will not be coaxed or intimidated by the blustering or vapouring of those with no real interest in the Company nor am I in the least perturbed by the foolish letters of disappointed speculators to the newspapers dealing with figures which they do not understand and apparently are incapable of grasping the real meaning of. One muddlehead—I am sorry I cannot find a better word—writes plaintively asking where are the other nine lacs. I cannot tell him. We received thirteen lacs from the sale, five of which we have already paid back, leaving nearly seven lacs in cash in the Bank out of which we are trying hard to pay you another five. That makes ten out of thirteen but where I am to find another nine on top of that and pay nineteen out of thirteen I do not know unless the gentleman expects me to repeat the miracle of the loaves and fishes or the widow's cruse of oil. Another anonymous scribbler complains bitterly that he sold out at the lowest point of the market and invokes the aid of the Registrar of Companies for what I don't know unless to have us all locked up for the consequences of his own miscalculations. The Registrar of Companies is not the Official he requires; it is the Commissioner in Lunacy. No, Gentlemen, if I were to be alarmed or disturbed by such nonsense as that I should not deserve to be your manager. I should be unfit to sit in this chair. (Applause).

Mr. Hoogh expressed thanks and appreciation of the way in which the general managers and the Consulting Committee had carried out their duty. It was very hard for the general managers to be placed in the position they were in. The speaker referred to certain people whom he described as irresponsible, mischievous individuals. In conclusion, the speaker said he felt sure he was only voicing the opinion of shareholders who wished prosperity to the Company (Applause).

The Chairman having thanked the last speaker, the meeting ended.

WEDDING.

EASTERNBROOK-LITTLE.

The following description of the wedding of Mrs. Robert Little to Mr. R. F. Easternbrook is taken from the *Lady's Pictorial*. On the 18th instant (July) at the Church of Bisham, Berks, by the Rev. W. Farmer, Mr. Ronald F. Easternbrook was married to Mrs. R. W. Little, widow of the late Mr. R. W. Little, of Shanghai, China. The bride, who was given away by Admiral of the Fleet, Sir Edward Seymour, was attired in maize coloured satin, cut princess, with an overcoat of champagne-coloured tulle, edged with pearls, and she wore an oyster-pearl pendant, the gift of the bridegroom, in honour of his nickname. She also carried a beautiful gold bag and ivory prayer book; gifts from her sister, Mrs. E. C. Pearce. The bride was attended by Miss Iona Wilkinson, daughter of Lady Wilkinson, whose costume consisted of white muslin and lace with a white hat. The best man was Mr. Bertie Wilkinson. In the afternoon the happy pair left for a motor trip to Cornwall. The bride's travelling costume consisted of a white muslin gown, fawn silk coat, and Leghorn hat. Numerous friends and relations attended the ceremony, and also the reception at the home of the bride. The wedding presents were numerous and handsome. Messrs. W. and G. Bousard supplied the wedding cake.

The hymn sung by the choir during the service was composed by Mr. F. L. Crompton, formerly organist at Holy Trinity Cathedral, Shanghai.

HONGKONG HOTEL COMPANY, LIMITED.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders of the Hongkong Hotel Co., Ltd., was held at the Company's Hotel, this afternoon, for the purpose of receiving a statement of accounts of the company, to the 30th June, 1909, with the report of the directors, and to discuss any matter that may be competently brought before the meeting. The Hon. Mr. E. Osborne (Chairman of Directors) presided. There were also present: Mr. W. Hutton Potts, Mr. J. W. C. Bonnar (directors), Messrs. C. Mooney (secretary), E. D. Haskell, She Po-sham, Ellis Kadoorie, M. S. Northcote, Lai Chan, Fung Fat-hang and A. F. Davies (manager).

The secretary read the notice convening the meeting.

The Chairman said:—With your permission we will take the report and accounts as read. The profit for the half-year was not quite up to the level of the same period in 1908, in consequence of the loss receipts having fallen off by \$10,858. When, however, it is taken into consideration that we were deprived of a large proportion of earning power by the rebuilding of the South Block and when also we take into account the check to pleasure travel which invariably accompanies depression in trade, I think we may congratulate ourselves that the Working Account shows up even as well as it does, especially so, considering the heavy expenditure on legal charges incurred through the re-issue of Debetures and increase of capital. The new gas engines are giving satisfaction; and though in point of economical working they fall short of estimates, yet the actual saving, apart from other considerations, is sufficiently large to justify their acquisition. The rebuilding of the South Block progresses favourably and this addition when completed, a year hence, will make a much needed, and we think profitable, addition to the Hotel.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. Northcote, in seconding, said that when all things were considered the accounts were satisfactory.

Motion carried unanimously.

The Hon. Mr. E. Osborne was re-elected director on the motion of Mr. Haskell seconded by Mr. Kadoorie.

Mr. Davies proposed and Mr. She-Po-sham seconded that Messrs. H. U. Jeffries and A. R. Lowe be re-elected auditors.

Agreed.

The Chairman:—Thank you, gentlemen, for your attendance. Dividend warrants will be ready on Monday.

DUFFS AQUATIC SPORTS.

FIRST ANNUAL MEETING.

The Duffs Aquatic Sports were concluded yesterday afternoon at the Victoria Recreation Club's enclosure, kindly lent for the occasion, and in spite of the wretched weather prevailing throughout the afternoon, the P. and O. Lighter and the Club enclosure were simply packed to its utmost capacity. Unfortunately the popular Band of the Regiment was unable to attend on account of the death of one of its musicians during the morning. The finishes in all the swimming events were very good, some of the contestants just winning by a mere touch. Some excellent swimming was witnessed, particularly in the 100 yards open race for the members of the Victoria Recreation Club.

The prizes were presented at the conclusion of the sports by Mrs. Bayard, wife of Colonel Bayard, D.S.O., the popular Colonel of the famous Regiment.

The following interesting programme was gone through:—

1.—4 p.m. THREE LENGTHS:—Corporal Burke won easily in 8 seconds. The fight for second place was very exciting, Lance Corporal Field just winning by a touch from Lance Corporal Brunger in 8½ seconds.

2.—4.15 p.m. TWO LENGTHS:—(Open to men who have learnt to swim this season.)

Only three started in this race, all keeping close to one another, Private Sear getting in first in 66 seconds, Private Larkin second in 67 seconds. Boucher finished third.

3.—4.30 p.m. DIVING COMPETITION:—Green proved to be the best diver and won easily. Williams finished second and Smith third.

4.—4.45 p.m. RELAY RACE:—(Open to teams of 4 men per Company, each man swimming two lengths.)

"C" Company carried off the honours after a severe struggle with "A" Company, "F" Company finishing third.

5.—5 p.m. Two lengths:—(Open to the Boys of the Battalion.)

Five started in this event and after a close race, Master Redwan won in 73 seconds, Master Stevens finishing a good second.

6.—5.15 p.m. Duck Hunt:—(Entries limited to 3 men per Company.)

Private Field won this event.

7.—5.30 p.m. THREE LENGTHS HANDICAP. (Open to Members of the Victoria Recreation Club.)

After a grand and very fast race, A. H. Carroll (owes 6 sec.) secured first place, covering the 100 yards in the splendid time of 74½ seconds. A. A. Claxton (owes 12 sec.) coming in a couple of yards behind, with P. M. Remedios (owes 12 sec.) a good third.

8.—5.45 p.m. WATER POLO:—(Right of Left Half Battalion.)

Right Half Team—Corporal Burke, Lance Corporal Vincer, Privates Jarvis, Southes, Stroud, Stiff and Gibbings.

Left Half Team—Bandsman Barnard, Privates Kennelley, Page, Smith, Davis, Williams and MacMahon.

Both teams showed up well in the first portion of the game, the Right Half scoring twice. Soon after commencement of play the Left Half put in their only goal, the Rights adding another three points to their credit, bringing the score up to 5 goals to one at the call of time.

Private Croke was greatly missed by the men in the Left Half, and his absence partly accounts for the big score against his half of the Battalion.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE KIUKIANG MAN-SLAUGHTER CASE.

JUSTICE WILL BE DONE.

[By courtesy of the "Shing Po"]

Peking, 10th September.

With reference to the Kiukiang alleged manslaughter case the British Minister, apprehending lest it might impair the friendly relations between China and Great Britain, has declared that justice will be done in the matter and that no partiality will be shown in favour of the accused.

FEMALE EDUCATION.

INCREASING NUMBER OF STUDENTS.

[By courtesy of the "Shing Po"]

Peking, 10th September.

Lord Li Ching-fong, Chinese Minister to the Court of St. James, has sent a telegram to the Ministry of Education to the effect that the number of girls who have completed their studies in Europe and are returning to China is increasing and recommends that early steps be taken to draw up regulations for examining them and granting them diplomas.

EX-G. C. LUM SIU LING.

SUMMONED TO THE PALACE.

[By courtesy of the "Shing Po"]

Peking, 10th September.

The Prince Regent has summoned ex-Grand Councillor Lum Siu-ling to the Palace to consult him on important matters.

SZECHUAN-HANKOW RAILWAY.

THE AMERICAN LOAN.

[By courtesy of the "Shing Po"]

Peking, 10th September.

The funds for the Canton-Hankow Railway having already been provided, it is proposed by the Central Government to enter into an agreement with the United States for employing the money offered by America in the construction of the Szechuan-Hankow Railway.

CHANG CHIH-TUNG.

EXTENSION OF LEAVE.

[By courtesy of the "Shing Po"]

Peking, 10th September.

Grand Councillor Chang Chih-tung has applied for an extension of leave of twenty days.

THE YOKOHAMA SPECIE BANK.

A PROFITABLE HALF-YEAR.

The local manager of the Yokohama Specie Bank informs us that he is in receipt of a telegram from the head office to the effect that, at the half-yearly meeting of shareholders held at the head office of the Bank, Yokohama, on the 10th inst., it was resolved to pay a dividend of 12 per cent. p.a. for the half-year ending the 30th June, 1909; to add to the reserve fund Yen 400,000, and to carry forward the sum of Yen 1,455,000 to the next account.

SHIPPING AND MAILS.

MAILS DUE.

French (Oceanic) 15th inst.
Indian (Namsang) 15th inst.
English (Delta) 15th inst., 8 a.m.
Canadian (Empress of India) 16th inst.
Indian (Kamanga) 19th inst.

The s.s. *Rubi* left Maifu on 15th inst., and is due here on 15th inst., at 6 p.m.
The Barber Line's s.s. *Skimma* left New York on 9th inst., for the Far East.
The T. K. K. s.s. *Nippon Maru* will be due at Hongkong on 15th inst., at noon.
The C. N. Co.'s s.s. *Chinko* left Shanghai on 9th inst., and is due here on 15th inst.
The C. N. Co.'s s.s. *Chusan* left Shanghai on 12th inst., and is due here on 15th inst.
The P. & O. S. N. Co.'s s.s. *Dalla* left Singapore for this port on 10th inst., at 6 p.m., with the outward English Mails and is due here on 15th inst., at 8 a.m.
The C. P. R. Co.'s s.s. *Empress of India* arrived at Kobe at 12 noon, on 10th inst., and left again at midnight, same day, for Shanghai, where she is due to arrive at 11 p.m., on 15th inst.

Canton-Kowloon Railway Sensation.

MR. BUTLER WRIGHT'S ARREST.

BEFORE THE SHANGHAI MAGISTRATE.

The *N. C. D. News*, of 7th inst., says:—A telegram which we received from our Hongkong correspondent on Sunday stated that it had been reported to the Police that Mr. Butler Wright, accountant of the Chinese section of the Canton-Kowloon Railway, had disappeared.

The British authorities at Shanghai also received notice of the disappearance of Mr. Wright and the Police were instructed that a warrant had been issued for the arrest of the accountant. The British Consul-General, on the information telegraphed to him, issued a provisional warrant for Wright's arrest if he should come to this port and as the latter was reported to be travelling to Shanghai by the *Tenyo Maru* the warrant was counter-signed by the Japanese Consul-General so as to enable the Municipal Police to arrest the accused man on a Japanese ship.

The arrest was effected on the *Tenyo Maru* by Det. Sgt. Gibson, who, with the assistance of other detectives, conveyed the prisoner to Shanghai. Wright was immediately brought up at the British Police Court and he was remanded in custody for seven days.

H. M. Police Court.

September 6.

Before G. W. KING, Esq., Police Magistrate.

REX V. WILLIAM BUTLER WRIGHT.

William Butler Wright, accountant, a man of middle age, was brought up before the Court and informed by the Magistrate that a warrant had been issued by the Consul-General at Canton for his arrest on a charge of fraudulently embezzling \$13,000 on December 30, 1908, at Canton. His Worship added that the procedure would probably be that the Consul-General at Canton would send his warrant to Shanghai, and all his Worship could do at this stage was to take evidence of arrest and remand the accused until the warrant arrived from Canton.

The accused—In the meantime may I live at the Astor House under surveillance? I can satisfy the Court by going to the bank that I have means.

His Worship—No. I cannot do anything of that sort. I shall have to remand you to the custody of the British gao, and if you wish to communicate with the bank or a lawyer you can do so.

The accused—Before you actually commit me, may I attend to one or two matters of business with one of the constables?

His Worship—No, I do not think I can. What sort of business is it?

The accused—I should like to send a cable or two and make some arrangements with my bank for some funds.

His Worship—If you can get the prison authorities to agree to that, all right, but it will be then out of my hands. I cannot make any order in this Court. You have acknowledged that you are William Butler Wright.

The accused—Yes, but I was wrongfully arrested.

His Worship—Why?

The accused—On the warrant.

His Worship—You mean that the charge is wrong.

The accused—Yes, it is a false charge. There has been no embezzlement.

His Worship—Well, the warrant has been issued at Canton, and I know nothing beyond that. I can speak to the Consular authorities, who are in charge of the gao, and they may be able to see their way to allow you to have this communication, but it is in their hands.

Det. Sgt. Gibson, sworn, stated that in company with Det. Kay he proceeded to Woosung that morning at about eight o'clock. He went on board the *Tenyo Maru*, and arrested the accused there. Witness gave the usual caution and the accused did not make any statement.

His Worship announced that accused would be remanded for seven days in the custody of the British gao authorities, but that he might be brought up sooner on the arrival of the warrant from Canton. The accused would be allowed to see Mr. Barton with regard to his application, and his Worship would also communicate with him.

Wright then left the Court with a British Consular constable.

ANOTHER ACCOUNT.

The *Shanghai Mercury*, of 6th inst., says:—Yesterday afternoon a couple of telegrams were received at the British Consulate-General in Shanghai containing information similar to that appearing in our telegraphic columns: that the chief accountant of the Chinese Section of the Canton-Kowloon Railway, by name William Butler Wright, for whose arrest on a charge of embezzling \$13,000 a warrant had been issued, was believed to be on board the s.s. *Tenyo Maru*, on a passage from Hongkong to Shanghai. A description of the man was wired up, and in view of the serious charge against him the Consular authorities at once took steps to have him arrested if aboard the steamer. The Consul-General accordingly issued a provisional warrant for Wright's arrest, but it was counter-signed by the Japanese authorities, and put the matter into the hands of the Municipal Police. A number of detectives were detailed to board the vessel, and information being received from the shipping company that the *Tenyo Maru* was due at Woosung at an early hour this morning two detectives proceeded by trolley-car to Woosung Station, while another embarked on the tender as it left for the steamer. The actual arrest was made by Det. Sgt. Gibson, who boarded the steamer and had little difficulty in finding the man he wanted. Wright was then taken ashore and in company with Det. Sgt. Reeves and Det. Kay, Det. Sgt. Gibson brought him to Shanghai. He was immediately taken to the British Court where at twelve o'clock his case was

opened before Mr. G. W. King, Police Magistrate.

The accused, who has the appearance of a man of about fifty, having a rather long grey beard and wearing spectacles, was well-dressed, and throughout the proceedings maintained a calm demeanour. In answer to the Magistrate he admitted that his name was William Butler Wright, and his Worship then proceeded to announce that a warrant had been issued by the Consul-General at Canton for his arrest on a charge of fraudulently embezzling \$13,000 on December 30, 1908, at Canton. The procedure, he stated, would probably be that the Consul-General at Canton would send his warrant to Shanghai, and all his Worship could do was to take evidence of arrest and remand the accused until the document arrived from Canton.

NEW JAPANESE DESTROYERS.

Two large-type destroyers are now being built for the Imperial Japanese Navy, one at the Maizuru Naval Dockyard and the other at the Mitsui Bishi Shipbuilding and Engine Works, of Nagasaki. In armament, speed and other respects they are both of the same style, their dimensions being 1,150 tons displacement, 20,500 horse power and speed 33 knots, and both will be fitted with turbine engines. The largest destroyer in the navy hitherto was of 374 tons displacement having 7,400 horse power and a speed of 31.62 knots. In England the largest of the five destroyers now in course of construction has a displacement of only 1,000 tons, 15,500 horse power and 33 knots speed; while the biggest of the nine destroyers built and launched in 1907 and 1908 ranged between 795 and 935 tons. The horse-power of the last was also limited to from 12,500 to 15,500, though their speed of 35.67 knots is somewhat superior to that of Japanese destroyers. As to the armament of the largest British destroyers, we are not in a position to give any accurate information: here owing to there being no official statement on the matter, but we shall not be far out if we infer that they carry two 4-inch guns and two torpedo tubes. Germany has no destroyers displacing over 670 tons with over 12,000 horse power having a speed of over 30 knots. Thus the new Japanese destroyers now building exceed the biggest British destroyers by 150 tons displacement and 500 horse power, so that they can be said to be the largest ever built. The reason why our naval authorities saw the necessity of constructing such a large type lies, it is needless to say, in lessons learnt in the late war with Russia. For had our navy then been in possession of such destroyers as those now to be built, our fleet might have cut off the retreat of the enemy and more closely pursued its vessels, as was the case in the battle off Uman. The construction of large destroyers as well as big battleships has become the fashion among the naval powers he world over. As each squadron has its flagship carrying the officer in command, so a flag-destroyer is attached to each destroyer flotilla for the same purpose. In the case of naval manoeuvres when the destroyers of each naval station are organized into separate flotillas, a flagship is necessary for the commanding officers, who act as umpires. In such cases hitherto ordinary cruisers have been used as the flagship of the commander of the destroyer flotilla; but considerable inconvenience has been felt as these could not fully discharge the function of a flagship owing to their inferior speed; and from various other view points it has been felt necessary to have in future the commanding empire on a destroyer of superior capacity. This is one of the reasons that the sister vessels have been constructed.—*Japan Times*.

FOREIGN SOLDIERS AND SAILORS.

LANDING RESTRICTIONS IN HONGKONG.

The following regulations made by the Governor in Council are published in the *Gazette*:—1. Foreign ships-of-war shall not make any examination or survey of the shores or waters of the Colony either from such ships or by means of boats or otherwise.

2. Foreign soldiers or sailors, if unarmed, may be landed in the Colony within the harbour limits, without the prior consent of the Governor, provided that when it is desired to land a number of men exceeding one hundred, notice must be given by the senior officer in command of the foreign ships or troops concerned to the Colonial Secretary, in order that all facilities of which local conditions admit may be given. Applications for permission to land armed parties in connection with funerals or to take part in public ceremonies of an exceptional nature will be addressed to the Governor through the Colonial Secretary by the senior officer in command of the foreign ships or troops concerned. No application is necessary in the case of officers.

3. No foreign soldiers or sailors shall be landed in the Colony outside the harbour limits from any vessel without the permission of the Governor for which application must be made by the senior officer in command of the foreign ships or troops concerned.

ADMIRAL LAMBTON'S COMMAND.

A RUMOUR.

Tokio, Sept. 6.

It is rumoured that Vice-Admiral the Hon. Sir Hedworth Lambton, K.C.B., will shortly relinquish his command. He leaves Weihaiwei on the 9th inst., on board H.M.S. *King Alfred* and accompanied by H.M.S. *Monmouth* and will proceed to Yokohama.

It is rumoured that Vice-Admiral the Hon. Sir Hedworth Lambton, K.C.B., K.C.V.O., commanding the China Squadron, on the expiration of his tenure will be succeeded by Vice-Admiral Sir A. Berkeley Milne, who is now in command of the Second Division of the Home Fleet. The appointment would be a popular one, as Sir Archibald is an officer who has very high regard and esteem of those who have served under him.—*N. C. D. News*.

NOTES BY THE WAY.

THE LIQUOR QUESTION.

Apparently, the proposals recently brought forward by Government with a view to swell the Colony's depleted exchequer are a thorn in the side of the authorities. After the discussion on the question had been deferred *ad infinitum*, the general body of the public must have doubtless received a surprise to read the contents of a new Bill providing for the collection of excise upon intoxicating liquors which passed its first reading at the Legislative Council yesterday and created some discussion. The suddenness of the Bill's advent precludes the possibility of public criticism at present but the clause provided in the Bill will in time no doubt be productive of a great deal of comment by those who can speak on the subject with authority. It is matter for satisfaction to note that His Excellency the Governor is, for maintaining Hongkong's status as a free port, the expression of this sentiment being bound to meet with general acclamation on the part of those who are prominently identified with the Colony's industries. The passage of the Bill through Council will be watched with eager interest.

CHINESE PORK IN ENGLAND.

The introduction of Chinese pork into England has of late been responsible for considerable comment by the British public. Judging from the favourable reception accorded to the succulent edible, there would appear to be a great future for the Chinese porker. Some time ago, Sir Thomas Sutherland, who directs the destinies of the P. and O.'s world-famous service, at a public meeting held in London, spoke in optimistic vein of the possibilities of the Chinese foreign pig industry. The opinion of the eminent merchant at the time provided abundant scope for the thrusts of humorists, who were inclined to scoff at the idea, but John Chinaman may now put himself on the back that there is to be an outlet for his superfluous meat. The stalwart English butchers have just discovered that there is more in Charles Lamb's dissertation on the origin of roast pig than meets the eye and have seen in the Chinese pork something of the how-to-be-rich-quick method. At any rate, the newly introduced delicacy will in time form an essential feature of the English breakfast table. Already, Free Traders and Tariff Reformers are being kept busy.

OUR ANNUAL VISITOR.

So far, we have not been troubled by the typhoon feed in its wonted perambulations in close proximity to Hongkong at this time of the year. Lately, however, the Director of the Observatory has been kept busy recording the movements of the unwelcome visitor to a grateful boat population. There is very little love lost between nervous folk and their cyclonic intruder, and a griffin who is anxious to see a "real live" typhoon, as our American cousins say, unblushingly admitted to me that he very nearly had his wish gratified on Thursday night while crossing the harbour and was ready to snatch off his mortal coil in orthodox style. The indications, however, point to the conclusion that it is likely that the Colony might be spared the attention of the dreaded monster.

A GALLANT CELESTIAL.

The average Asiatic is credited, whether rightly or wrongly, with a supreme indifference to their women-folk, but a Chinaman living in the Colony will hopefully put into the shade the most debonair Westerner. In the famous surroundings of the Police Court the other day, a Chinaman was placed in the dock for the theft of some money. On being asked the reason of his having committed the larceny, the prisoner replied, in presence of a blushing lady present in the Court-room that he was driven to the theft owing to the fact that he was about to take unto himself a wife. There are all sorts of matrimonial troubles, but the one under the reader's ken is of rare occurrence. It is not known whether the presiding magistrate appreciated the gallantry of the Celestial but he was unfeeling enough to impose a fine on the impecunious bridegroom. Such is justice.

SCIENCE IN EXCELLENCE.

Some startling scientific statements were made at the sitting of the Health Congress at Leeds. A local headmistress startled her auditors by stating that young girls frequently formed strange attachments for the headmistress. A lady delegate interpolated the remark: "And in the mixed schools for the headmaster, which is a trifle dangerous." A London medico was responsible for the statement that many women seemed to be approximating to the male type, and there was a tendency for the growth of hair upon their faces. Another medical man was of opinion that canned meat and fruit had been found contaminated with lead and tin, which is reminiscent of the Chicago meat scandal. These startling statements, uttered for the benefit of a waiting world, are bound to excite the suspicions of innocent people who have done the illustrious scientists no harm. Christopher Columbus! What are we coming to!

THE MUCH-MALIGNED MOON.

An American professor claims to have discovered the origin of the moon. As it is also an American who claims to have discovered the North Pole, it is not incumbent on the reader to place much reliance on the professor's statement. According to the learned one, we have for the first time a correct idea of the origin of the moon. It is nothing more or less than a planet that came to the earth from celestial space. The fact that the professor occupies the position of Director of the Naval Observatory at Mare Island has not been sufficient to prevent another Yankee professor from giving expression to the opinion that he believed that the situation would fully agree with him that the aberrations of the professor in question were more deserving of pity than of censure. On top of that comes an effusion in the form of a stanzas by a third moon-struck party in defence of Luna. What has the man in the moon to say to that?

CAVALRY CRITIC.

To-day's Advertisements.

QUEENS COLLEGE.

TERM begins on TUESDAY, September 14th, at 9 A.M.

E. RALPHS, Headmaster.

Hongkong, 11th September, 1909. [650]

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship

"INVERESK,"

will be despatched as above on or about the 16th October.

For Freight, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th September, 1909. [651]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 16th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 11th September, 1909. [646]

FROM EUROPE.

THE H. A. L. Steamship

"NICOMEDIA,"

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 11th September, 1909. [653]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000

RESERVE FUNDS....." 15,000,000

Head Office—YOKOHAMA

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG: INTEREST ALLOWED.

On Current Account at the rate of 5 per cent. per annum on the Daily Balance.

On fixed deposit:—

For 12 months.....4 1/2 p.a.

" 6 ".....3 1/2 "

" 3 ".....3 "

TAKEMO TAKAMORI, Manager.

Hongkong, 11th September, 1909. [17]

Intimations.

THE DAIRY FARM Co., LIMITED.

BUTTER.

WE regret that, owing to a sharp rise in the price of butter in Australia and to the low rate of exchange ruling here, we are compelled to raise the selling price of our "Daisy" brand butter to 80 cents per lb. from 1st September next, when the following prices will rule:—

	per lb.
"Honeysuckle" brand	\$1.00
"Daisy"	80
"Dairymaid"	70
"Buttercup"	65

Hongkong, 25th August, 1909. [580]

PILSENER

"ASAHI"

-AND-

"SAPPORO"

BEER.

LIGHT AND REFRESHING

SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

H. PRICE & Co.

A. S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, Ltd.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE NITSUI BUSSAN KAISHA.

[471]

CLUB WHISKY

AGE, QUALITY

AND

MELLOWNESS.

Test for 15 years as an Ideal Scotch for this

climate.

\$14 - - - Per Case.

H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road Central.

Telephone No. 126.

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"EMPRESS LINE."

Memorandum, 19 September 1968

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec,
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 2ND.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of India" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 643.

Via New York 645.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA NINGPO	"CHOYSANG"	SUNDAY, 13th Sept, Daylight.
S'PORE, SAMARANG & SOERABAYA	"CHOYSANG"	TUESDAY, 14th Sept, 2 P.M.
SHANGHAI, YOKOHAMA, KOBE	"NANSANG"	THURSDAY, 16th Sept, Noon.
SHANGHAI	"TANGSANG"	FRIDAY, 17th Sept, 4 P.M.
TIENSIN & WEIHAIWEI & C'FOO CHEONGSHING	"TANGSANG"	FRIDAY, 17th Sept, 4 P.M.
MANILA	"LOUNG SANG"	FRIDAY, 17th Sept, 4 P.M.
S'PORE, SAMARANG & SOERABAYA	"HINSANG"	SUNDAY, 19th Sept, Daylight.
SHANGHAI	"WINGSANG"	SUNDAY, 19th Sept, Daylight.
SGAPORE, PENANG & CALCUTTA	"FOOKSANG"	THURSDAY, 23rd Sept, 2 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers "Kwang", "Nansang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan (if passengers leave the steamer at Yokohama and rejoin at Kobe).

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Labad, Dava, Singapore, Taiwan, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 11.
Hongkong, 10th September, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"LINAN"	12th Sept, Daylight.
MANILA	"TEAN"	14th " 3 P.M.
SHANGHAI	"CHINHUA"	16th " 4 P.M.
CEBU & LOILO	"SUNGKIANG"	17th " "
SHANGHAI	"CHENAN"	19th " Daylight.
MANILA	"TAMING"	21st " 3 P.M.
WEIHAIWEI, CHEFOO & TIENSIN	"HUOHOW"	22nd " 4 P.M.
SAMARANG & SOERABAYA	"SHANTUNG"	22nd " "
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	23rd " "
AUSTRALIAN PORTS	"ANHUI"	23rd " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chefoo, Linan, Chihua) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$90 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Telephone No. 16.

Hongkong, 11th September, 1909.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Telephone No. 11.
Hongkong, 11th September, 1909.

For Freight or Passage, apply to

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SHEWAN TOMES & CO.

Telephone No. 11.
Hongkong, 11th September, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI,
KOBE, YOKOHAMA, HONOLULU and
SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 1st September, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO-	"TACOMA MARU"	5,178	SATURDAY, 20th Oct., at Noon.
HAMA	"FIFTEENTH"	4,416	SATURDAY, 23rd Oct., at Noon.
Do.	"CAPT. E. R. HUTCHINSON"		

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMUI & SWATOW & AMOY.	"DAIGI MARU"	SUNDAY, 13th Sept, at 10 A.M.
	H. Murayama	
ANPING Via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 15th Sept, at 10 A.M.
	Captain T. Sugi	

A special reduction of 20% on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 10th September, 1909.

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NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON	INABA MARU, Capt. R. Takeda, Tons 6500	WEDNESDAY, 15th Sept, at Daylight.
ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Matheson, Tons 7000	WEDNESDAY, 20th Sept, at Daylight.
VICTORIA, B.O. & SEATTLE	SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 14th Sept, at 4 P.M.
Via SHANGHAI, MOJI, KOBE, YOKAICHI AND YOKOHAMA	"TANGO MARU", Capt. S. Ishikawa, Tons 8000	TUESDAY, 22nd Sept, at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 1st Oct., at Noon.
YAWATA MARU, Capt. T. Sekine, Tons 5000		FRIDAY, 29th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 19th Sept., at Noon.
KOBE AND YOKOHAMA	"IYO MARU", Capt. S. J. G. Parsons, Tons 6500	FRIDAY, 17th Sept, at Noon.
	KITANO MARU, Capt. F. E. Cope, Tons 9000	FRIDAY, 24th Sept, at Noon.
SHANGHAI, MOJI AND KOBE	"CRYLON MARU", Capt. Fred. Pyne, Tons 6500	FRIDAY, 17th September, A.M.
BOMBAY, Via SINGAPORE AND COLOMBO	"YEBOSHI MARU", Capt. B. Kon, Tons 4500	THURSDAY, 16th September.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.
Miyasaka Maru	(Capt. T. MURAI)	About Wednesday, 10th October.
Kitano Maru	(Capt. F. E. COPE)	About Wednesday, 17th November.

QUICKEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KOSUMOTO

Manager.

Shipping—Steamers.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPELLE,"

expected to arrive on or about September.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 27th July, 1909.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on WEDNESDAY, the 15th Sept., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 16th August, 1909.

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HONGKONG—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAPURA" ... On 17th September, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 24th August, 1909.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

"Savaria" 6,232 S. Shotton 30th Sept.

"Oceano" 4,657 F. W. Davies 1st Oct.

"Kumari" 6,232 J. Mathie 18th Nov.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Buildings.

Hongkong, 31st August, 1909.

[10]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER

"KWONG SAI" ... Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

COMMERCIAL.

TO-DAY'S EXCHANGE.	
Selling.	
London-Bank T.T.	18 15/16
Do. demand	19 1/2
Do. 4 months' sight	19 1/2
France-Bank T.T.	23 1/2
Germany-Bank T.T.	17 1/2
India T.T.	13 1/2
Do. demand	13 1/2
Shanghai-Bank T.T.	74 1/2
Singapore-Bank T.T. per H.K. 100	74 1/2
Japan-Bank T.T.	85 1/2
Java-Bank T.T.	104 1/2
Buying.	
4 months' sight L/C	19 1/2
6 months' sight L/C	19 1/2
30 days' sight San Francisco & New York	43 1/2
4 months' sight do.	44 1/2
30 days' sight Sydney & Melbourne	9 1/2
4 months' sight France	2 1/2
6 months' sight do.	2 1/2
4 months' sight Germany	1 1/2
Bar Silver	23 13/16
Bank of England rate	21 1/2
Sovereign	11 40

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 11th at 11.55 a.m. the typhoon entered the Tropic of Cancer near Haiphong during the night.
The barometer has risen over S. China, and fallen over Japan and the Loochoos.
The depression over the Pacific is situated to the E. of the Loochoos. It appears to be moving slowly towards N.W.
Pressure is highest over N. China in the North, and over the S. part of the China Sea in the South.
Moderate N.E. winds may be expected in the Formosa Channel, and moderate S.E. and E. winds along the S. coast of China.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 5.68 inches.
FORECAST.
1.—Hongkong and Neighbourhood, E. winds, moderate; showery.
2.—Formosa Channel, N.E. winds, moderate.
3.—South coast of China between Hongkong and Loochoos, same as No. 2.
4.—South coast of China between Hongkong and Hainan, S.E. winds, moderate.

Shipping.

Arrivals.
Dagby, Nor. s.s., 884, P. Silvestre, 10th Sept., 10th Sept., Ballast, — Asgaard.
Cheong Shing, Br. s.s., 1265, V. McClymont, 10th Sept., 10th Sept., Ballast, — Asgaard.
Tjalling, Dut. s.s., 247, J. N. Boumans, 11th Sept., 11th Sept., Ballast, — Asgaard.
Jacob Diederichsen, Ger. s.s., 630, A. Hansen, 11th Sept., 11th Sept., Ballast, — Asgaard.
Linan, Br. s.s., 1352, C. C. Williams, 11th Sept., 11th Sept., Ballast, — Asgaard.
Buxton, Br. s.s., 1350, M. Masamoto, 11th Sept., 11th Sept., Ballast, — Asgaard.
Merapi, Dut. s.s., 1597, Groves, 10th Sept., 10th Sept., Ballast, — Asgaard.
Monteagle, Br. s.s., 6163, S. Robinson, 11th Sept., 11th Sept., Ballast, — Asgaard.
Nicomedia, Ger. s.s., 4375, G. Habel, 11th Sept., 11th Sept., Ballast, — Asgaard.
Dagby, for Haiphong.
Zetland, for Haiphong.
Arcton, for Haiphong.
Chowang, for Ningpo.
Clara, for Haiphong.
Signal, for Haiphong.
Dagby, for Haiphong.
Zetland, for Haiphong.
Arcton, for Haiphong.
Chowang, for Ningpo.
Clara, for Haiphong.
Signal, for Haiphong.

Clearances at the Harbour Office.
Dagby, for Haiphong.
Zetland, for Haiphong.
Arcton, for Haiphong.
Chowang, for Ningpo.
Clara, for Haiphong.
Signal, for Haiphong.
Dagby, for Haiphong.
Zetland, for Haiphong.
Arcton, for Haiphong.
Chowang, for Ningpo.
Clara, for Haiphong.
Signal, for Haiphong.

Passengers arrive.
Per Tjalling, from Java—Mr. Weisberger.
Per Chowang, from Tientsin—The Frantz.
Per Jacob Diederichsen, from Haiphong—Mr. Bettens, and 107 Chinese.
Per Monteagle, from Vancouver—Mr. J. A. Hodges, Miss K. Foster, Miss E. Paulsen, Mr. W. B. Hayes, Rev. and Mrs. W. H. Tipton and 3 children, and Miss M. Blake.
Per Yokohama—Mrs. E. F. Williams, and Master Williams.
Per Nagasaki—Mr. C. G. Walle, and Mrs. A. Akita.
Per Shanghai—Mr. A. Dabington, Miss Reed, Mr. A. E. Fook, Misses A. Reich, L. Reich, Messrs. M. Phillips, Chou Hun Tsai, Chu Yung Tong, Mrs. A. E. Lee, Mrs. G. Buchanan, Mr. E. H. Hooper, Mrs. M. G. Freeman, Mr. A. S. Gieger, Miss M. W. Storr, Mr. Frank Gordon, and Miss W. C. Campbell.

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Per Yokohama—Mrs. E. F. Williams, and Master Williams.
Per Nagasaki—Mr. C. G. Walle, and Mrs. A. Akita.
Per Shanghai—Mr. A. Dabington, Miss Reed, Mr. A. E. Fook, Misses A. Reich, L. Reich, Messrs. M. Phillips, Chou Hun Tsai, Chu Yung Tong, Mrs. A. E. Lee, Mrs. G. Buchanan, Mr. E. H. Hooper, Mrs. M. G. Freeman, Mr. A. S. Gieger, Miss M. W. Storr, Mr. Frank Gordon, and Miss W. C. Campbell.

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VESSELS IN PORT.

STEAMERS.	
Anglin, Ger. s.s., 1,031, C. Kumpel, 7th Sept., 7th Sept., Ballast, — Asgaard.	
Borneo, Ger. s.s., 1,344, F. Sembill, 7th Sept., 7th Sept., Ballast, — Asgaard.	
Capri, Ital. s.s., 4,200, D. Francesco, 6th Sept., 6th Sept., Ballast, — Asgaard.	
Catherine, Br. s.s., 1,730, G. F. Hudson, 7th Sept., 7th Sept., Ballast, — Asgaard.	
Da. Maru, Jap. s.s., 846, H. Moray, 7th Sept., 7th Sept., Ballast, — Asgaard.	
Deva, Ger. s.s., 1,057, F. Rehwald, 3rd Sept., 3rd Sept., Ballast, — Asgaard.	
Fre. Nor. s.s., 860, C. Warle, 4th Sept., 4th Sept., Ballast, — Asgaard.	
Hainan, Br. s.s., 616, J. W. Evans, 10th Sept., 10th Sept., Ballast, — Asgaard.	
Hanoi, Fr. s.s., 630, J. Pannier, 7th Sept., 7th Sept., Ballast, — Asgaard.	
Hinsang, Br. s.s., 1,530, A. G. Smith, 4th Sept., 4th Sept., Ballast, — Asgaard.	
Hongmoh, Br. s.s., 4,555, R. S. Bainbridge, 10th Sept., 10th Sept., Ballast, — Asgaard.	
Knivberg, Ger. s.s., 616, A. Niejahr, 8th Sept., 8th Sept., Ballast, — Asgaard.	
Laertes, Br. s.s., 1,340, H. C. D. Frampton, 5th Sept., 5th Sept., Ballast, — Asgaard.	
Loosk, Ger. s.s., 1,020, P. Wittstock, 5th Sept., 5th Sept., Ballast, — Asgaard.	
Montrose, Br. s.s., 2,886, Glegg, and Sept., 10th Sept., Ballast, — Asgaard.	
Ningpo, Br. s.s., 1,238, Richards, 8th Sept., 8th Sept., Ballast, — Asgaard.	
Oussang, Br. s.s., 1,737, E. S. Woolley, 6th Sept., 6th Sept., Ballast, — Asgaard.	
Paoting, Br. s.s., 1,073, D. M. Scott, 8th Sept., 8th Sept., Ballast, — Asgaard.	
Quarta, Ger. s.s., 1,140, H. Madson, 4th Sept., 4th Sept., Ballast, — Asgaard.	
Rajaburi, Ger. s.s., 1,189, Hyangsa, 10th Sept., 10th Sept., Ballast, — Asgaard.	
Shinago Maru, Jap. s.s., 3,500, K. Kawara, 29th Sept., 29th Sept., Ballast, — Asgaard.	
Sorsogon, Am. s.s., 812, J. McFarlane, 3rd Aug., 3rd Aug., Ballast, — Asgaard.	
Sungkinging, Br. s.s., 987, P. Cole, 27th Aug., 27th Aug., Ballast, — Asgaard.	
Taiwan, Br. s.s., 1,647, G. C. Everett, 7th Sept., 7th Sept., Ballast, — Asgaard.	
Teau, Br. s.s., 1,350, A. W. Outerbridge, 10th Sept., 10th Sept., Ballast, — Asgaard.	
Teucer, Br. s.s., 5,805, G. W. Parkinson, 9th Sept., 9th Sept., Ballast, — Asgaard.	
Tintau, Ger. s.s., 1,002, Fr. Bücking, 5th Sept., 5th Sept., Ballast, — Asgaard.	

SAILING VESSELS.

STEAMERS EXPECTED.	
Chichou, Shanghai, B. & S., Sept. 12	
Oceanic, Saigon, V. M., Sept. 13	
Isaba Maru, Japan, V. K., Sept. 13	
Rubi, Manila, S. T. & Co., Sept. 13	
Yoshioka Maru, Japan, V. K., Sept. 14	
Liberta, Singapore, P. & O., Sept. 15	
Delta, Japan, T. K. K., Sept. 15	
Nippon Maru, Japan, N. Y. K., Sept. 15	
Ceylon Maru, Singapore, N. Y. K., Sept. 15	
Chonan, Shanghai, B. & S., Sept. 15	
Emp. of India, Japan, C. P. R. Co., Sept. 16	
P. Sigismund, Sydney, M. & Co., Sept. 17	
Taiyuan, Sydney, B. & S., Sept. 19	
Kamaus, Calcutta, J. M. & Co., Sept. 19	
Tranquebar, Suez, M. & Co., Sept. 23	

Ships Passed the Canal.

ARRIVALS AT HOME—6th August—Hirano Maru, Tokoro, Glenloch, 10th August—Tavaklyde, Bellerophon, Sengulha, Sado Maru, Simota, 18th August—Hawala, Sili Maru, 14th August—Nauru, 17th August—Aryman, York, Bino Maru, 20th August—Armanah, Saitama, Indran, Denbigh, 23rd August—Socotra, 24th August—Scandia, Silhouette, Yunnan, 30th August—Simla, 31st August—Nippon, Daulat, 3rd September—Kist, Caladon, Kamaus, 7th September—Kama Maru, Kawachi Maru, 10th September—Cardigan, Patroclus, Pelus.	
6th August—Derfingler, Conslon, Hakata Maru, Polynesian, Tydus, 10th August—Scandia, Glenloch, Bino Maru, Nicomedia, York, Pathan, 13th August—Ceylon, Yunnan, Armanah, Bellerophon, Sengulha, Sado Maru, Simota, 18th August—Hawala, Sili Maru, 14th August—Nauru, 17th August—Aryman, York, Bino Maru, 20th August—Armanah, Saitama, Indran, Denbigh, 23rd August—Socotra, 24th August—Scandia, Silhouette, Yunnan, 30th August—Simla, 31st August—Nippon, Daulat, 3rd September—Kist, Caladon, Kamaus, 7th September—Kama Maru, Kawachi Maru, 10th September—Cardigan, Patroclus, Pelus.	

HONGKONG TIDE TABLE.

HIGH WATER.	
Time	Height
Sat. 11	10.00
Sun. 12	10.00
Mon. 13	10.00
Tues. 14	10.00
Wed. 15	10.00
Thurs. 16	10.00
Fri. 17	10.00

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.
A Mail will close for:—
Swatow—Per Hainan, 12th Sept., 9 a.m.
Swatow, Amoy and Tamsui—Per Daiqi Maru, 12th Sept., 9 a.m.
Saigon—Per Taiwan, 13th Sept., 10 a.m.
Amoy—Per Hongkong, 13th Sept., 10 a.m.
Macao—Per Sui Tai, 13th Sept., 1.15 p.m.
Shanghai, Kobe and Yokohama (via SIBERIAN MAIL TO EUROPE)—Per Oceanic, 13th Sept., 5 p.m.
Singapore, Penang and Calcutta—Per Calcutta, 14th Sept., 10 a.m.
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Quorra, 14th Sept., 10 a.m.
Singapore, Penang and Bombay—Per Capri, 14th Sept., 10 a.m.
Europe, &c. India via Tuticorin—Per Australia, 14th Sept., 11 a.m.
Singapore, Samarang and Sourabaya—Per Onong, 14th Sept., 1 p.m.
Swatow, Amoy and Fuchow—Per Hainan, 14th Sept., 1 p.m.
Macao—Per Sui Tai, 14th Sept., 1.15 p.m.
Manila—Per Sui Tai, 14th Sept., 1.15 p.m.
Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria, Seattle, Wash.—Per Shimo Maru, 14th Sept., 3 p.m.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per Empire, 15th Sept., 11 a.m.
Swatow—Per Hainan, 15th Sept., 1 p.m.
Macao—Per Sui Tai, 15th Sept., 1.15 p.m.
Manila—Per Sui Tai, 15th Sept., 1.15 p.m.
Kudat and Sandakan—Per Borneo, 15th Sept., 8 a.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 16th Sept., 11 a.m.
Macao—Per Sui Tai, 16th Sept., 1.15 p.m.
Shanghai—Per China, 16th Sept., 5 p.m.
Macao—Per Sui Tai, 17th Sept., 1.15 p.m.
Manila—Per Sui Tai, 17th Sept., 1.15 p.m.
Shanghai—Per Sui Tai, 17th Sept., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 17th Sept., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 17th Sept., 3 p.m.
Manila—Per Sui Tai, 18th Sept., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 18th Sept., 11 a.m.
Macao—Per Sui Tai, 18th Sept., 1.15 p.m.
Shanghai—Per China, 18th Sept., 5 p.m.
Macao—Per Sui Tai, 19th Sept., 1.15 p.m.
Manila—Per Sui Tai, 19th Sept., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 19th Sept., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 19th Sept., 3 p.m.
Manila—Per Sui Tai, 20th Sept., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 20th Sept., 11 a.m.
Macao—Per Sui Tai, 20th Sept., 1.15 p.m.
Shanghai—Per China, 20th Sept., 5 p.m.
Macao—Per Sui Tai, 21st Sept., 1.15 p.m.
Manila—Per Sui Tai, 21st Sept., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 21st Sept., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 21st Sept., 3 p.m.
Manila—Per Sui Tai, 22nd Sept., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 22nd Sept., 11 a.m.
Macao—Per Sui Tai, 22nd Sept., 1.15 p.m.
Shanghai—Per China, 22nd Sept., 5 p.m.
Macao—Per Sui Tai, 23rd Sept., 1.15 p.m.
Manila—Per Sui Tai, 23rd Sept., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 23rd Sept., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 23rd Sept., 3 p.m.
Manila—Per Sui Tai, 24th Sept., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 24th Sept., 11 a.m.
Macao—Per Sui Tai, 24th Sept., 1.15 p.m.
Shanghai—Per China, 24th Sept., 5 p.m.
Macao—Per Sui Tai, 25th Sept., 1.15 p.m.
Manila—Per Sui Tai, 25th Sept., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 25th Sept., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 25th Sept., 3 p.m.
Manila—Per Sui Tai, 26th Sept., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 26th Sept., 11 a.m.
Macao—Per Sui Tai, 26th Sept., 1.15 p.m.
Shanghai—Per China, 26th Sept., 5 p.m.
Macao—Per Sui Tai, 27th Sept., 1.15 p.m.
Manila—Per Sui Tai, 27th Sept., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 27th Sept., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 27th Sept., 3 p.m.
Manila—Per Sui Tai, 28th Sept., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 28th Sept., 11 a.m.
Macao—Per Sui Tai, 28th Sept., 1.15 p.m.
Shanghai—Per China, 28th Sept., 5 p.m.
Macao—Per Sui Tai, 29th Sept., 1.15 p.m.
Manila—Per Sui Tai, 29th Sept., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 29th Sept., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 29th Sept., 3 p.m.
Manila—Per Sui Tai, 30th Sept., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 30th Sept., 11 a.m.
Macao—Per Sui Tai, 30th Sept., 1.15 p.m.
Shanghai—Per China, 30th Sept., 5 p.m.
Macao—Per Sui Tai, 1st Oct., 1.15 p.m.
Manila—Per Sui Tai, 1st Oct., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 1st Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 1st Oct., 3 p.m.
Manila—Per Sui Tai, 2nd Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 2nd Oct., 11 a.m.
Macao—Per Sui Tai, 2nd Oct., 1.15 p.m.
Shanghai—Per China, 2nd Oct., 5 p.m.
Macao—Per Sui Tai, 3rd Oct., 1.15 p.m.
Manila—Per Sui Tai, 3rd Oct., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 3rd Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 3rd Oct., 3 p.m.
Manila—Per Sui Tai, 4th Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 4th Oct., 11 a.m.
Macao—Per Sui Tai, 4th Oct., 1.15 p.m.
Shanghai—Per China, 4th Oct., 5 p.m.
Macao—Per Sui Tai, 5th Oct., 1.15 p.m.
Manila—Per Sui Tai, 5th Oct., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 5th Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 5th Oct., 3 p.m.
Manila—Per Sui Tai, 6th Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 6th Oct., 11 a.m.
Macao—Per Sui Tai, 6th Oct., 1.15 p.m.
Shanghai—Per China, 6th Oct., 5 p.m.
Macao—Per Sui Tai, 7th Oct., 1.15 p.m.
Manila—Per Sui Tai, 7th Oct., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 7th Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 7th Oct., 3 p.m.
Manila—Per Sui Tai, 8th Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 8th Oct., 11 a.m.
Macao—Per Sui Tai, 8th Oct., 1.15 p.m.
Shanghai—Per China, 8th Oct., 5 p.m.
Macao—Per Sui Tai, 9th Oct., 1.15 p.m.
Manila—Per Sui Tai, 9th Oct., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 9th Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 9th Oct., 3 p.m.
Manila—Per Sui Tai, 10th Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 10th Oct., 11 a.m.
Macao—Per Sui Tai, 10th Oct., 1.15 p.m.
Shanghai—Per China, 10th Oct., 5 p.m.
Macao—Per Sui Tai, 11th Oct., 1.15 p.m.
Manila—Per Sui Tai, 11th Oct., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 11th Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 11th Oct., 3 p.m.
Manila—Per Sui Tai, 12th Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 12th Oct., 11 a.m.
Macao—Per Sui Tai, 12th Oct., 1.15 p.m.
Shanghai—Per China, 12th Oct., 5 p.m.
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Weihaiwei, Chefoo and Tientsin—Per Cheongking, 13th Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 13th Oct., 3 p.m.
Manila—Per Sui Tai, 14th Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 14th Oct., 11 a.m.
Macao—Per Sui Tai, 14th Oct., 1.15 p.m.
Shanghai—Per China, 14th Oct., 5 p.m.
Macao—Per Sui Tai, 15th Oct., 1.15 p.m.
Manila—Per Sui Tai, 15th Oct., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 15th Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 15th Oct., 3 p.m.
Manila—Per Sui Tai, 16th Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 16th Oct., 11 a.m.
Macao—Per Sui Tai, 16th Oct., 1.15 p.m.
Shanghai—Per China, 16th Oct., 5 p.m.
Macao—Per Sui Tai, 17th Oct., 1.15 p.m.
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Weihaiwei, Chefoo and Tientsin—Per Cheongking, 17th Oct., 3 p.m.
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Manila—Per Sui Tai, 22nd Oct., 1.15 p.m.
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Shanghai—Per China, 24th Oct., 5 p.m.
Macao—Per Sui Tai, 25th Oct., 1.15 p.m.
Manila—Per Sui Tai, 25th Oct., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 25th Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 25th Oct., 3 p.m.
Manila—Per Sui Tai, 26th Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 26th Oct., 11 a.m.
Macao—Per Sui Tai, 26th Oct., 1.15 p.m.
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Weihaiwei, Chefoo and Tientsin—Per Cheongking, 27th Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 27th Oct., 3 p.m.
Manila—Per Sui Tai, 28th Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 28th Oct., 11 a.m.
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Manila—Per Sui Tai, 30th Oct., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 30th Oct., 11 a.m.
Macao—Per Sui Tai, 30th Oct., 1.15 p.m.
Shanghai—Per China, 30th Oct., 5 p.m.
Macao—Per Sui Tai, 31st Oct., 1.15 p.m.
Manila—Per Sui Tai, 31st Oct., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 31st Oct., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 31st Oct., 3 p.m.
Manila—Per Sui Tai, 1st Nov., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 1st Nov., 11 a.m.
Macao—Per Sui Tai, 1st Nov., 1.15 p.m.
Shanghai—Per China, 1st Nov., 5 p.m.
Macao—Per Sui Tai, 2nd Nov., 1.15 p.m.
Manila—Per Sui Tai, 2nd Nov., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 2nd Nov., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 2nd Nov., 3 p.m.
Manila—Per Sui Tai, 3rd Nov., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 3rd Nov., 11 a.m.
Macao—Per Sui Tai, 3rd Nov., 1.15 p.m.
Shanghai—Per China, 3rd Nov., 5 p.m.
Macao—Per Sui Tai, 4th Nov., 1.15 p.m.
Manila—Per Sui Tai, 4th Nov., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 4th Nov., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 4th Nov., 3 p.m.
Manila—Per Sui Tai, 5th Nov., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 5th Nov., 11 a.m.
Macao—Per Sui Tai, 5th Nov., 1.15 p.m.
Shanghai—Per China, 5th Nov., 5 p.m.
Macao—Per Sui Tai, 6th Nov., 1.15 p.m.
Manila—Per Sui Tai, 6th Nov., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 6th Nov., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 6th Nov., 3 p.m.
Manila—Per Sui Tai, 7th Nov., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 7th Nov., 11 a.m.
Macao—Per Sui Tai, 7th Nov., 1.15 p.m.
Shanghai—Per China, 7th Nov., 5 p.m.
Macao—Per Sui Tai, 8th Nov., 1.15 p.m.
Manila—Per Sui Tai, 8th Nov., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 8th Nov., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 8th Nov., 3 p.m.
Manila—Per Sui Tai, 9th Nov., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 9th Nov., 11 a.m.
Macao—Per Sui Tai, 9th Nov., 1.15 p.m.
Shanghai—Per China, 9th Nov., 5 p.m.
Macao—Per Sui Tai, 10th Nov., 1.15 p.m.
Manila—Per Sui Tai, 10th Nov., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 10th Nov., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 10th Nov., 3 p.m.
Manila—Per Sui Tai, 11th Nov., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 11th Nov., 11 a.m.
Macao—Per Sui Tai, 11th Nov., 1.15 p.m.
Shanghai—Per China, 11th Nov., 5 p.m.
Macao—Per Sui Tai, 12th Nov., 1.15 p.m.
Manila—Per Sui Tai, 12th Nov., 1.15 p.m.
Weihaiwei, Chefoo and Tientsin—Per Cheongking, 12th Nov., 3 p.m.
Cebu and Iloilo—Per Sui Tai, 12th Nov., 3 p.m.
Manila—Per Sui Tai, 13th Nov., 1.15 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Nansan, 13th Nov., 11 a.m.
Macao—Per Sui Tai, 13th Nov., 1.15 p.m.
Shanghai—Per China, 13th Nov., 5 p.m.
Macao—Per

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIK & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$15,000,000 }	\$2,006,234	{ Interim of £1 for account 1909 @ ex 1/9 = \$11.72	4 %	{ \$995 buyers London £93
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$50,000 }	\$30,551	\$2 (London 3/6) for 1903	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$12,757 \$411,990 \$125,000 }	none	\$14 for 1907	72 %	\$185 sellers
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. 150,000 Tls. 307,747 Tls. 118,277 }	Tls. 150,512	Interim of 7/6 for 1908	51 %	Tls. 118
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$500,000 \$195,418 \$105,549 \$100,000 }	\$2,454,921	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	51 %	\$840
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$104,475 \$100,000 }	\$507,527	\$12 and bonus \$3 for 1907	71 %	\$235
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$3,000,000 \$138,661 \$13,801 }	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,428,173 }	\$58,711	\$27 for 1907	8 %	\$355 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$26,638 }	\$7,085	\$1 for 1908	...	\$81 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$99,007 }	NIL	24 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$500,000 \$617,500 \$119,267 }	\$21,770	Interim of \$1 1/2 for account 1909	74 %	\$312 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £100,000 £22,645 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	...	\$60
Do. do. (Deferred)	60,000	£5	£5	{ £100,000 £22,645 }	£13,755	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	71/- buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$100,000 \$15,000 }	\$3,121	\$1.00 for year ending 10.4.1909	4 %	\$25
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$4,683 }	\$3,121	\$0.50	3 1/2 %	\$151
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$500,000 \$16,848 }	Dr. \$5,858	\$5 for year ending 31.12.08	31 %	\$147 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$500,000 \$16,848 }	Dr. \$15,893	\$3 for 1907	...	\$25 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 9,173	\$1 3/4 for year ending 31.2.08	...	Tls. 295 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £150,000 £12,289 }	£11,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18.20 s.
Rub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £150,000 £12,289 }	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$84 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$500,000 \$26,806 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$500,000 \$26,806 }	\$30,102	None	...	\$61 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$500,000 \$26,806 }	\$145,123	Interim of \$1 1/2 for account 1909	12 1/2 %	\$614
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 607,257 }	Tls. 6,267	Final of Tls. 24 for year ending 30.4.09	6 1/2 %	Tls. 791 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 191,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 148 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 8,134 }	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,125	\$15	\$15	{ \$1,000 \$24,641 }	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$17 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	{ \$500,000 \$68,975 }	\$895	Final of \$3 making \$6 for 1908	...	\$75 ex n.f.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$13,912 }	\$16,475	Interim of 3/4 for account 1909	6 1/2 %	\$45 new
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$22,172 }	\$5,486	60 cents for 1908	6 1/2 %	\$92 sellers
Kowloon Land and Building Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$11,861 }	\$278	\$14 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,531,045 Tls. 300,000 }	Tls. 142,048	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$500,000 none }	\$1,068	Interim of \$2 for account 1909	8 1/2 %	\$44
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 }	Tls. 8,880	Tls. 5 for year ended 31.10.1908	31 %	Tls. 1381 sellers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	Tls. 50	Tls. 50	{ Tls. 150,000 \$30,000 }	\$9,553	50 cents for year ending 31.7.08	6 %	\$61 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 8,372 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 91
Lao-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 4,829 }	Tls. 4,829	Tls. 4 for 1908	...	Tls. 1123 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 11,172 Tls. 11,172 }	Tls. 11,172	Tls. 50 for 1906	...	Tls. 445 sales
MISCELLANEOUS.								
Bell's Asbestos Cement Agency, Limited	8,604	12/6	12/6	{ £1,500 £468 }	£468	1/10 per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$50,000 \$40,000 }	NIL	\$1.20 or 1908	9 %	\$131 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$61,138 }	\$61,138	50 cents for year ended 28.2.06	...	\$67 sellers
Do. Do. special shares	50,000	\$1	\$1	{ none \$61,138 }	\$61,138	80 cents for 1908	8 1/2 %	\$9.60 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$10,000 }	\$2,407	\$1.30 for year ending 31.7.08	7 1/2 %	\$171 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	{ \$10,000 \$8,000 }	\$48	Final of 50 cents making 90 cents for 1908	10 %	\$8.70 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$5,000 }	\$3,755	80 cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$100,000 \$5,000 }	\$5,000	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$201
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$5,195 }	\$5,195	Interim of \$2 for account 1909	10 %	\$188 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$7,670 }	\$7,670	Interim of \$1 1/2 for account 1909	8 1/2 %	\$24 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$8,190 }	\$8,190	Interim of \$1 1/2 for account 1909	...	Tls. 1,030 s.
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gn. 100	Gn. 100	{ Tls. 547,500 Tls. 61,914 }	Tls. 61,914	2nd Quarterly div. of Tls. 12 1/2 for account 1909	4 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$8,000 }	\$2,324	80 cents on fully paid shares and 8 cents on 5/- paid shares for year ending 30.4.09	6 %	\$14.40
Peak Tramways Company (new)	25,000	\$10	\$10	{ \$250,000 \$8,000 }	\$2,324	None	3 %	\$9 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ none \$18,640 }	\$18,640	None	...	Tls. 1331 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 30	Tls. 30	{ Tls. 24,820 Tls. 75,000 }	Tls. 5,150	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	\$23 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ none Dr. \$56,602 }	\$56,602	None	...	\$21
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none \$236 }	\$236	40 cents for year ending 31.5.08	7 %	\$102 sellers
Union Waterboat Company, Limited	10,000	\$10	\$10	{ none \$172 }	\$172	60 cents for year ending 31.12.08	5 %	\$13
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$1,360 }	\$1,360	80 cents on 5,000 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$8 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$35,000 }	\$2,113	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
William Powell, Limited	15,000	\$7	\$7	{ none \$3.95 }	\$3.95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$7.13 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	46,500	£1	£1	{ none \$7.4 }	none	30 % = 6/- per share for year 1908	...	\$61 buyers
Do. do. (partly paid)	103,500	£1	£1	{ none \$7.4 }	none	25 % for year ending 31.3.09	...	\$2.10
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	{ none \$11,305 }	none	None	...	\$2.76
Castlefield Rubber Estate, Limited (fully paid)	6,000	£1	£1	{ none \$8.784 }	none	None	...	\$2.46
Do. do. (contributory)	24,000	£1	£1	{ none \$8.784 }	none	None	...	\$2.31
Highland & Lowland Para. Rubber Co., (fully paid)	181,454	£1	£1	{ none \$1,820 }	none	3 % for year ending 30.6.08	...	\$2.15/- buyers
Do. do. (contributory)	183,540	£1	£1	{ none \$1,820 }	none	60 % for year 1908	...	\$2.13 buyers
Kuala Lumpur Rubber Co., Limited	182,000	£1	£1	{ none \$6,732 }	none	7 % for year 1908	...	\$2.13 buyers
Linggi Plantations, Limited (ordinary)	900,000	2/-	2/-	{ none \$6,732 }	none	15 % for year ending 31.12.08	...	\$2 buyers
Do. do. (7% pref.)	10,100	£1	£1	{ none \$6,732 }	none	None	...	\$2.5/-
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	{ none \$6,732 }	none	None	...	\$2.5/-
Do. do. (8% pref.)	2,500	\$10	\$10	{ none \$6,732 }	none	None	...	\$2.5/-
Ledbury Rubber Estates Limited	62,000	£1	£1	{ none \$6,732 }	none	None	...	\$2.5/-
Do. do. (contributory)	40,000	£1	£1	{ none \$6,732 }	none	None	...	\$2.5/-

* These shares are entitled to half of the profits

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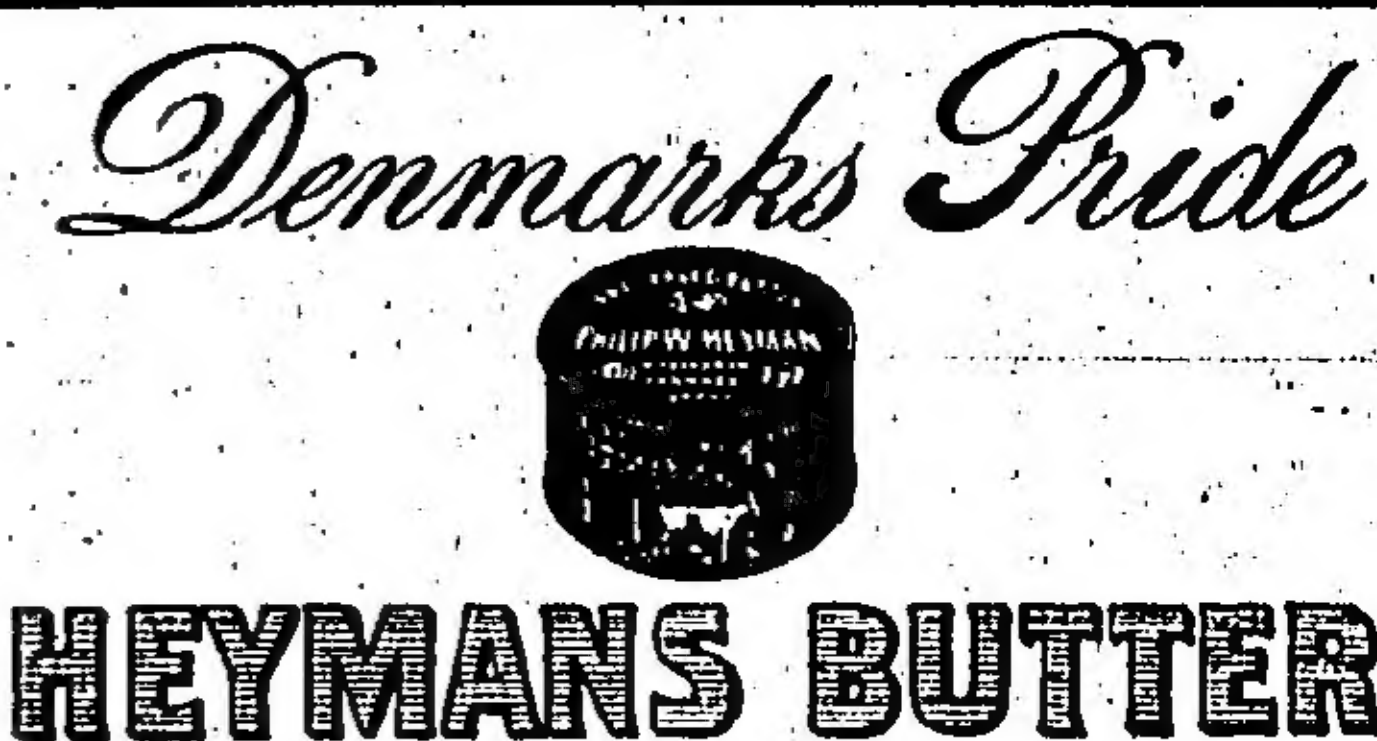
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[566]

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